Administration Report on the Railways in India for 1896-97 (Parts I & II)

00134494

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

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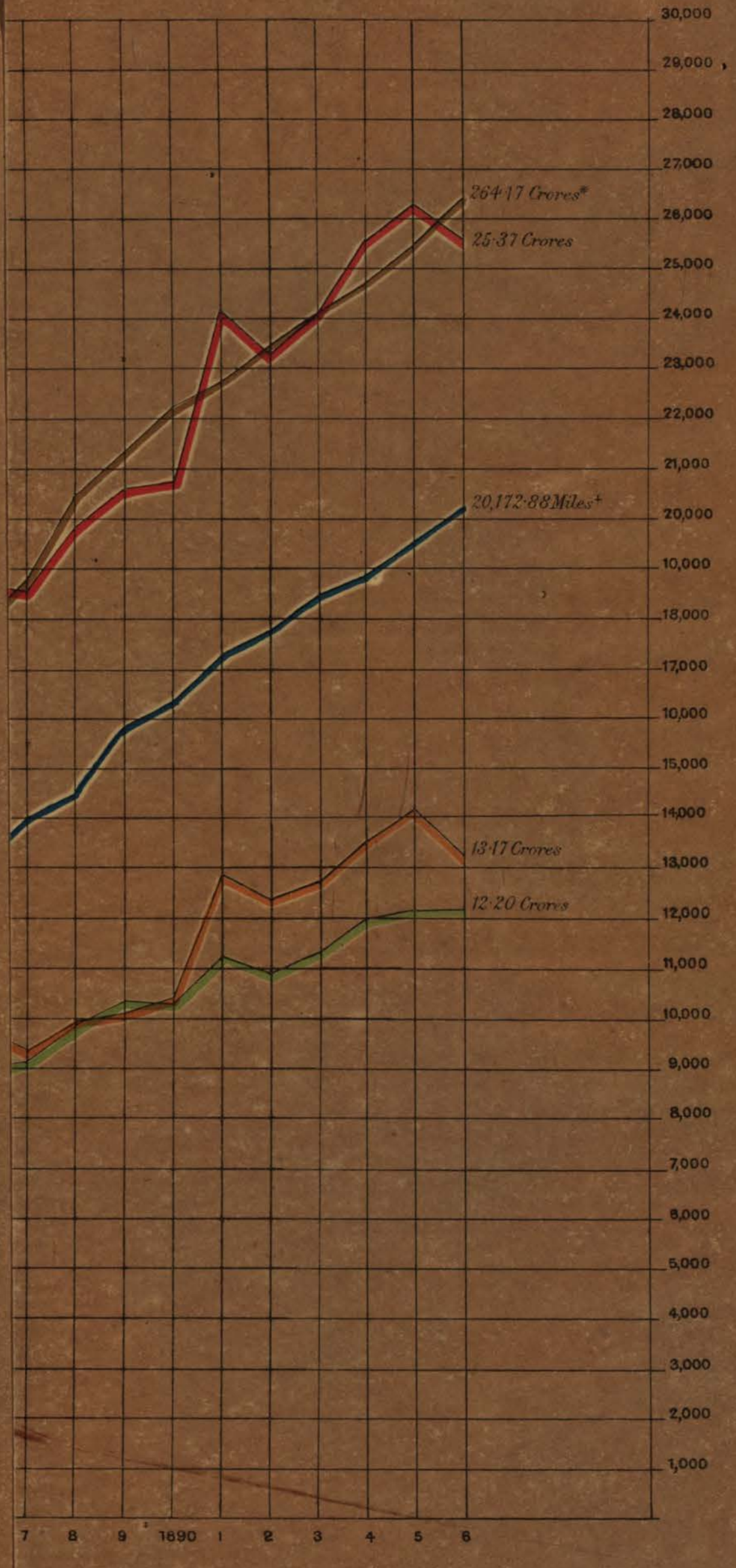

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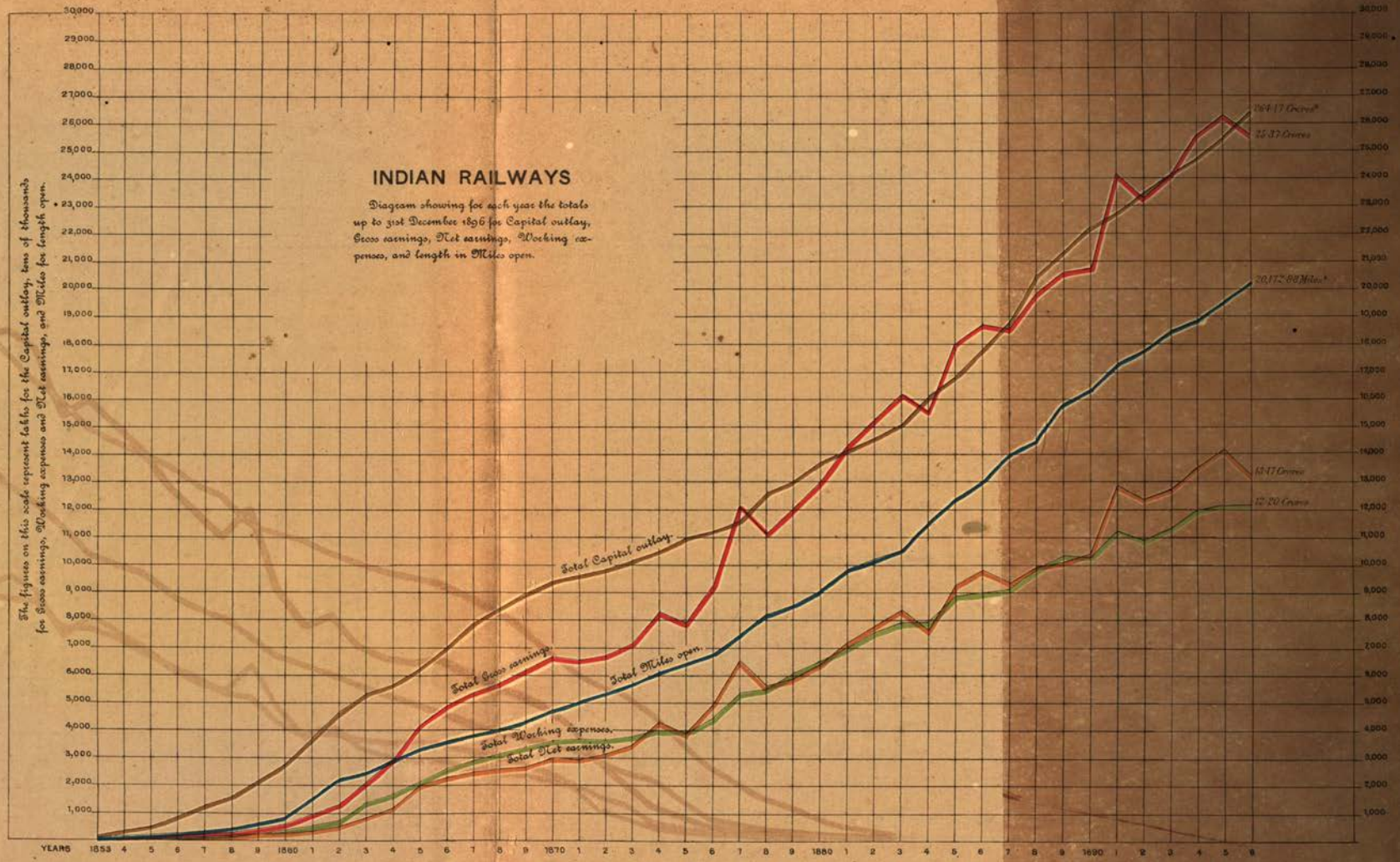
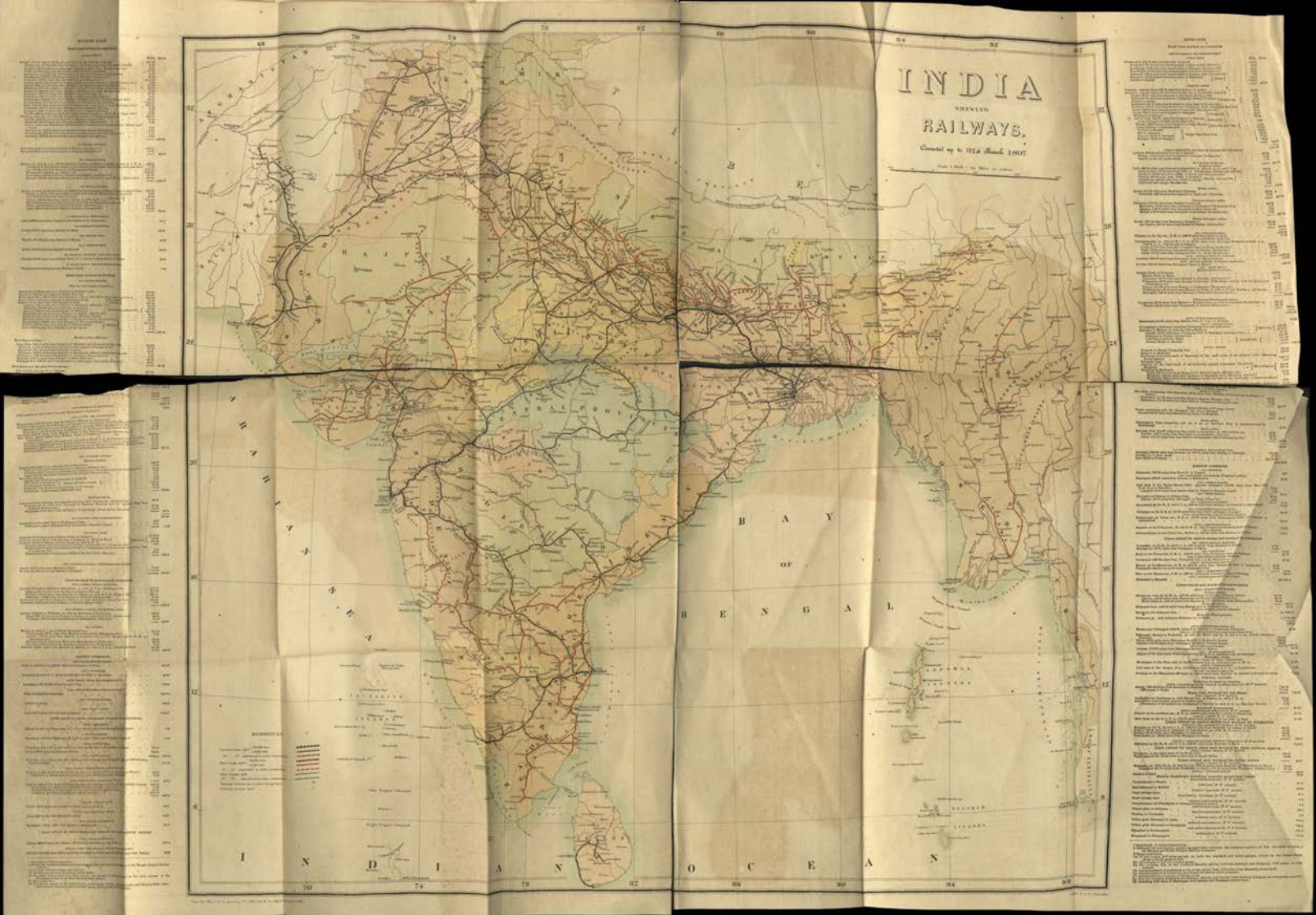

INDIAN RAILWAYS
Diagram showing for each year the totals up to 31st December 1896 for Capital outlay, Gross earnings, Net earnings, Working expenses, and length in Miles open.
The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings, Working expenses and Net earnings, and Miles for length open.
Total Capital outlay.
Total Gross earnings.
Total Miles open.
Total Working expenses.
Total Net earnings.
264·17 Crores*
25·37 Crores
20,172·88 Miles*
6·47 Crores
12·20 Crores
YEARS 1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5 6 7 8 9 1890 1 2 3 4 5 6

* As per details in Chapter VII, paragraph 1, of the Administration report . . . Crores. 272·26

† Deduct—Total difference due to proviso on lines purchased as per foot-note (†) in Statement No. 17, pages 88 and 89 of the report . . . . . 8·09

264·17

‡ Excluding the Mushhaf-Bolan Railway, constructed but not worked.


INDIA
SHEWING
RAILWAYS.
Corrected up to 31st March 1897
BAY
OF
BENGAL
INDIAN
OCEAN

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1896-97.

BY

COLONEL T. GRACEY, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

PART I. & II.

134494

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Submitted to the Government of India on the 2nd June 1897.

00134494

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1897.

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PRINTED AT THE GOVERNMENT PRINTING OFFICE.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1896-97.

PART I.

CHAPTER I.

General.

General summary of results.

The total length of railways open and sanctioned on the 31st March 1897, after allowing for minor corrections of mileage, was 24,528½ miles, being a net increase of 1,062½ miles during the year. The total length of railways open for traffic on the same date was 20,390¼ miles, being a net increase of 713¼ miles, leaving 4,138¼ miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 19,783 miles, being an increase of 623 miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1896 to Rs. 253·16 crores, being an increase of Rs. 8·78 crores as compared with the expenditure incurred to the end of the previous year

The gross earnings in 1896 amounted to Rs. 25,36,60,425, or Rs. 87,08,635 less than in the previous year; the working expenses amounted to Rs. 12,19,76,875, and absorbed 48·09 per cent. of the gross earnings against 46·19 per cent. in 1895. The net earnings amounted to Rs. 13,16,83,550, being a decrease of Rs. 94,86,650.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·20 per cent. against 5·78 per cent. in the previous year.

Classification of railways.

2. There has been no alteration in the classification of railways during the past year. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix A, pages ii to x.

While the procedure followed in the previous report in regard to lines classed under special gauges remains unaltered, certain statistics regarding their working have been added, *vide* statements Nos. 37-A and 37-B on pages 162 to 165.

Sanctioned mileage.

3. The total mileage of railways open and sanctioned at the close of the previous year, *viz.*, on the 31st March 1896, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Miles . .	13,372⅔	9,775	318¼	23,466

The additional mileage sanctioned for construction between the 1st April 1896 and the 31st March 1897 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	...	...	56¾	56¾
State lines worked by the State .	„	70½	...	...	70½
Lines worked by guaranteed companies	„	38	...	...	38
Assisted companies	„	192½	141	...	333½
Lines owned by native states and worked by companies . .	„	54	429	...	483
Lines owned and worked by native states	„	...	...	73	73
Total length sanctioned during 1896-97	„	355	570	129¾	1,054¾

The sanctions during the year under review were confined to commercial lines as detailed below:

BRITISH INDIA—		
Standard gauge—	Miles.	
North Western State (Toba Tek Singh to Khanewal) . . .	56	
Eastern Bengal State (Panchooria to Faridpur)	14½	
Great Indian Peninsula (Amalner to Jalgaon)	38	
Hardwar-Dehra	30	
Tapti Valley (Surat to Amalner)	162½	
Metre gauge—	——	301
Sultanpur-Bogra-Kaliganj	60	
Mymensingh-Jamalpur-Subhankhali	63	
Segowlie-Raksaul	18	
Special gauge—	——	141
Bengal-Nágpur (Raipur to Dhamtari and branch to Rajim) . . .	...	56¾
NATIVE STATES—		
Standard gauge—		
Bína-Goona-Bara (Parbati river to Bara)	...	54½
Metre gauge—		
Mysore-Nanjangúd (Nanjangúd station to a point half a mile nearer the town of Nanjangúd)	½	
Birur-Shimoga	38½	
Hyderabad-Gódávari Valley (Hyderabad to Manmád) . . .	389¾	
Special gauge—	——	428¾
Gwalior-Sipri	...	73
TOTAL . .		1,054¾

Further details of the mileage sanctioned during 1896-97 will be found in the table given in Appendix B, pages xi and xii.

After allowing for minor corrections of mileage, etc., the total mileage open and sanctioned on the 31st March 1897 was:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	4,343½	7,623¾	56¾	12,024
State lines worked by the State .	„	5,050	644	28	5,722
Lines worked by guaranteed companies	„	2,626	...	...	2,626
Assisted companies	„	854¾	385	72½	1,312¼
Lines owned by native states and worked by companies . .	„	709	617	98½	1,424½
Lines owned by native states and worked by state railway agency.	„	124	...	24¼	148¼
Lines owned and worked by native states	„	...	1,031	167¼	1,198¼
Foreign lines	„	...	73¼	...	73¼
Total to the end of March 1897 .	„	13,707¼	10,374	447¼	24,528¼

Details of the total sanctioned mileage on the 31st March 1897 will be found in Appendix A, pages ii to x.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1896 was as follows:

Open mileage.

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Miles . .	11,344½	8,065¼	267¼	19,677

The additional length opened for traffic between the 1st April 1896 and the 31st March 1897 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	30½	265½	...	295¾
State lines worked by the State .	„	326½	34½	...	360¾
Lines worked by guaranteed companies	„	1	...	...	1
Assisted companies . . .	„	...	...	21½	21½
Lines owned by native states and worked by companies . . .	„	34¾	...	...	34¾
Total length opened during 1896-97	„	392½	299¾	21½	713¾

Details of the mileage opened during 1896-97 will be found in the table given in Appendix C, pages xiii and xiv, and the principal railways opened during the year are referred to in paragraph 7.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1897 was:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	3,740¼	6,543	...	10,283¼
State lines worked by the State :	„	4,468¼	599	28	5,095¼
Lines worked by guaranteed companies	„	2,588	...	....	2,588
Assisted companies . . .	„	182¾	172½	72½	427¾
Lines owned by native states and worked by companies . .	„	633	188¼	71½	892¾
Lines owned by native states and worked by state railway agency	„	124	...	22	146
Lines owned and worked by native states	„	...	804	94½	898½
Foreign lines	„	...	59	...	59
Total to the end of March 1897 .	„	11,736½	8,365¾	288½	20,390½

Details of the open mileage on the 31st March 1897 will be found in Appendix A, pages ii to x.

In addition to the above there were 119⅓ miles of steam tramways working outside municipal limits.

Appendix D on pages xv to xix shows the length of railways open at the end of the official years 1891-92 and 1896-97, also the progress made in opening railways during the years 1892-93 to 1896-97. Similar information for the corresponding calendar years will be found in Appendix E, pages xx to xxiv.

5. The mileage remaining under construction or sanctioned on the 31st March 1897 was as follows:

Total mileage under construction or sanctioned at the end of the year.

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	603¼	1,080¾	56¾	1,740¾
State lines worked by the State .	„	581¾	45	...	626¾
Lines worked by guaranteed companies	„	38	...	...	38
Assisted companies	„	672	212½	...	884½
Lines owned by native states and worked by companies . . .	„	76	428¾	27	531¾
Lines owned by native states and worked by state railway agency .	„	...	...	2½	2½
Lines owned and worked by native states	„	...	227	73	300
Foreign lines	„	...	14½	...	14½
Total mileage under construction on the 31st March 1897 .	„	1,971	2,008½	159	4,138½

Details of the mileage under construction or sanctioned on the 31st March 1897 will be found in the table given in Appendix F, pages xxv to xxviii, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7.

Additions to open mileage subsequent to the close of the year 1896-97.

6. Subsequent to the close of the year 1896-97, *viz.*, from the 1st April 1897 up to date (12th May), the following railways have been opened for public traffic, *viz.*, the Rájkot-Jámnagar railway on the 8th April 1897 and the Ahmedabad-Talod section of the Ahmedabad-Parántij railway on the 1st May 1897. The Aishbagh-Cawnpore section of the Cawnpore-Burhwal railway (metre gauge link) was opened for goods traffic on the 25th April 1897.

Important works completed and in progress.

7. The following gives a brief abstract of the important works completed by the 31st March 1897, and the progress made according to the latest reports received.

East Indian railway.—A commencement has been made with the earthwork and bridges on the extension from Moghal Sarai to Gya.

Bengal-Nágpur railway.—Work was in progress throughout the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions, and rails have been laid on 115 miles.

Plans in connection with the entrance of the railway into Cuttack and its extension to join the East Coast State railway at Barang, have been completed. Proposals are under consideration for the entry of the railway into Howrah and for the working of the passenger traffic at that station; as also for the construction of a goods station at Shalimar and for the establishment of a wagon ferry connecting Shalimar with the Kidderpore Docks.

Work has been started on the 2′ 6″ gauge railway from Raipur to Dhamtari.

Indian Midland railway.—The first section of the Saugor-Katni extension, from Saugor to Damoh, is expected to be opened for traffic by the beginning of November 1897, and the remaining length to Katni in 1898.

Godhra-Rutlam-Nágdá, and Nágdá-Ujjain railways.—The length from Rutlam to Ujjain was completed and opened for traffic during the year. This opening has connected the Bombay, Baroda and Central India and the Indian Midland railway systems.

North Western State railway.—The work of improving the grades between Jhelum and Ráwalpindi was completed.

The Lyallpur-Toba Tek Singh extension of the Wazirabad-Lyallpur branch has been commenced, and sanction accorded to a further extension to Khanewal.

The Kotri-Rohri chord line from Rahuki, on the Hyderabad-Shadipalli railway, to Rohri was practically completed and opened for traffic at the close of 1896. Four wells of the Indus bridge at Kotri have been sunk and the piers half-built.

Work on the Mári-Attock railway was vigorously pushed forward throughout the year, and it is expected that the line will be opened for traffic about October 1898.

Oudh and Rohilkhand State railway.—Good progress has been made with the Rae Bareli-Benares section, and it is expected that the line will be opened for traffic by the end of 1897.

Eastern Bengal State railway.—The work of doubling the line between Ránaghat and Porádaha junctions is in progress, and 26 miles of the double line were opened for goods traffic.

East Coast State railway.—The last length of this railway, from Khurda Road to Barang (Cuttack Road), was opened for traffic during the year; as also the Puri branch.

A bridge over the Gódávari river at Rajahmundry, consisting of 56 spans of 150 feet, was sanctioned during the year, and work has been started upon it.

Bezwada-Madras railway.—The earthwork was practically completed, the large bridges, with one or two exceptions, are well in hand, and platelaying is in progress. This railway will probably be ready to open for traffic about April 1898.

Great Indian Peninsula railway.—The restoration of the bridges on the South-East line which were washed away in the monsoon of 1895, was completed.

Bombay, Baroda and Central India railway.—The new terminal station at Colába was completed in April 1896. Thirty-seven per cent. of the work of renewing the 60-foot Warren girders with steel-plate girders, has been carried out.

The earthwork in connection with the doubling of the line between Virár and Dáhánu is finished, and ballasting and platelaying are in hand. The earthwork on the Amroli-Itola section is almost complete, as well as the ballasting and platelaying between Miyágám and Itola.

Madras railway.—The alterations and additions consequent on the junction of the Kolar Gold-fields railway with the Madras railway at Bowringpet were completed; and the junction arrangements at Méttupálaiyam in connection with the Nílgiri railway are nearly ready. The strengthening of 50-foot girders is in hand.

South Behar (Luckeeserai-Gya) railway.—This line is under construction by the East Indian Railway Company on behalf of the South Behar Railway Company. A commencement has been made with the earthwork and bridges.

Southern Punjab (Delhi-Samásata) railway.—The platelaying is finished, and it is expected that the line will be opened for traffic about October 1897.

Tapti Valley railway.—Work on this line was commenced in November 1896, and is progressing.

Bína-Goona-Bara railway.—The estimates for the extension of this railway from Goona to Bara were sanctioned during the year. The earthwork is well advanced, many minor bridges are ready, and the large bridge over the Parbati river is well forward.

Bengal and North-Western railway.—It is expected that portions of the branches on the Company's section, *viz.*, the extension of the Turtipur branch from Salímpur to Barhaj, and the sections from Bulrampur to Tulsipur and from Jangal-Motipur to Katarnian Ghat, will be ready for opening by November 1897. The Ganges-Gogra Doab lines of the Company's section, and the Hajeepore-Katihár extension of the Tirhoot section, are in progress.

Assam-Bengal railway.—The lengths from Akhaura to Badarpur and from Gauháti to Jamuna Mukh were opened for traffic, and work is in hand on the unopen portions, *viz.*, from Badarpur to Makum, from Badarpur to Silchar and from Jamuna Mukh to Lumding junction. The length from Jamuna Mukh to Lanka is expected to be opened for traffic in July 1897 and to Lumding in January 1898.

Burma railways.—The earthwork and platelaying on the Mogaung-Myitkyina extension are nearly complete.

On the Mandalay-Kunlon railway, work is in progress on the first 152 miles, and good progress has been made between Myohaung and Thibaw. It has been decided to reconsider the grading of the Gokteik Gorge, and work has been stopped in this neighbourhood until a further survey is carried out.

Cawnpore-Lucknow-Gogra (metre gauge line).—This line, sanctioned in connection with the scheme for the linking up of the metre gauge railways in Northern India, is practically complete, with the exception of the permanent bridge over the Gogra river at Bahramghat.

Of the section between Cawnpore and Burhwal, which is under construction by the State, the length between Burhwal and Daliganj was opened for traffic on the 24th November 1896, and the remaining length between Aishbagh and Cawnpore on the 25th April 1897 for goods traffic only. It is proposed to open this length for passenger traffic on the 15th May 1897.

Of the section beyond Burhwal to Jarwal Road, which is under construction by the Bengal and North-Western Railway Company as part of their system, the length between Burhwal and the west bank of the Gogra river was opened for traffic on the 24th November 1896, and the Bengal and North-Western railway trains have been running through to and from Lucknow since the temporary pile bridges over the Gogra and Chowka rivers were opened for traffic on the 18th December 1896. It is expected that the permanent bridge over the Gogra river at Bahramghat will be opened for traffic in the spring of 1898.

Ahmedabad-Parántij railway.—The first section from Ahmedabad to Talod was opened for traffic on the 1st May 1897, and the work on the remaining portion is well advanced.

Sultanpur-Bogra-Kaliganj, and Mymensingh-Jamalpur-Subhankhali railways.—The construction of these lines has been commenced by State agency on behalf of branch line companies. The railways when completed will be worked by the Eastern Bengal State railway.

Segowlie-Raksaul railway.—The work on this railway was commenced in May 1896, and is about half finished. It is expected that the line will be opened for traffic by the end of 1897.

Nílgiri railway.—Work was re-started by a new company in April 1896, and good progress has been made.

Hyderabad-Góddvari Valley railway.—Work has been started on the portion of the line between the British frontier and the 128th mile, and on both sides of Nandair.

Rájkot-Jámnagar railway.—This railway was opened for traffic on the 8th April 1897.

8. The following were the principal events during the official year 1896-97:

Principal events.

In order to provide for the development of the railway system in India in a more systematic manner than heretofore on the basis of a comprehensive and well considered programme, a conference of representatives of the various departments of the Government of India interested in the construction of railways, assembled in Simla in September 1896, His Excellency the Viceroy being President.

The Conference considered the recommendations of the several Local Governments and Administrations and Chambers of Commerce regarding the railways needed for the development of the country, and recorded its judgment upon the merits of the various projects as a guide to the order in which they should receive consideration by the Public Works Department, subject to the ordinary rules of business.

With the approval of the Secretary of State, a second Conference will be held in July 1897, when the various projects, the execution of which was postponed on the advice of the previous Conference, and any new proposals submitted, will be dealt with in the same way. Similar Conferences will be held annually in future.

The following railways were sanctioned under the branch line terms resolutions of 1893, 1895 and 1896, and work started:

	Miles.
Tapti Valley railway, standard gauge	162½
Segowlie-Raksaul railway, metre gauge	18
Mymensingh-Jamalpur-Subhankhali railway, metre gauge	63
Hardwar-Dehra railway, standard gauge	30
Sultanpur-Bogra-Kaliganj railway, metre gauge	60

The Bengal Central railway company took over the working of their own line from the Eastern Bengal State railway on the 1st January 1897.

The railways in Burma were transferred to the Burma Railways Company from the 1st September 1896, the working and construction continuing in the hands of the State up to the 22nd February 1897.

The Mushkaf-Bolán railway was absorbed in the North Western State railway system, with effect from the 1st July 1896; and the Kotri-Rohri chord line from the 15th December 1896.

In August 1896, an agreement was made with the Jammu and Kashmir State Council by which the North Western State railway undertook the working of the Jammu-Kashmir state railway for five years, commencing from the 1st January 1895, at a fixed percentage of 55·5 of the gross earnings, including the hire of rolling-stock.

On the 1st April 1896, intimation was received that a new company had been floated in London to take over the Nílgiri railway from the old company then in liquidation.

The revised general rules for working open lines of railway were brought into force during 1896 on all lines in British India, except the Assam-Bengal and Indian Midland railways. They were introduced on the former from the 1st January 1897, and will be adopted by the latter from the 1st July 1897. Special rules were also sanctioned for the Darjeeling-Himalayan railway and will be brought into force from the 1st April 1897.

A Conference of Railway and Postal officials assembled at Nágpur in February 1897 and arranged for accelerated mail services in Upper India by which the journey between Calcutta and Bombay was shortened by 11 hours.

Bubonic plague having broken out in Bombay, the Contagious Diseases Act, III of 1897, was passed by the Government of India, under which inspection stations with the necessary staff and segregation camps were established at suitable places on railways. Special instructions were issued for the examination of passengers travelling from infected areas to other parts of India and for the disinfection of their luggage and of the railway carriages occupied by them.

Capital outlay and cost per mile.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1896 amounted to Rs. 264·17* crores thus:

	Standard gauge.	Metre gauge.	Special gauges.	Unclassified expenditure.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.
Crores . . .	196·91	65·30	1·08	0·88	264·17

In addition to this, Rs. 0·81 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 264·98 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
Crores	191·19	61·05	0·92	253·16

The average cost‡ per mile of railway open was as follows:

Standard gauge.	Metre gauge.	Special gauges.
Rs.	Rs.	Rs.
1,58,973§	71,125§	33,514

The cost per mile of single track, including sidings, was:

Rs.	Rs.	Rs.
1,23,220	63,023	31,688

Graphic diagram.

10. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1896.

Map showing railways constructed or sanctioned.

11. The map published with this report shows the railways constructed or sanctioned for commencement up to the 31st March 1897 and the gauge of each line.

Gross earnings.

12. The gross earnings during the calendar year were Rs. 25,36,60,425, against Rs. 26,23,69,060 during 1895 as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
1895	19,45,77,549	6,63,09,577	14,81,934	26,23,69,060
1896	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425
Difference .	*—75,02,257*	*—13,11,832*	+1,05,454	*—87,08,635*

Of the total gross earnings during 1896, 73·75 per cent. was earned by the standard gauge lines, 25·62 per cent. by the metre gauge, and the balance,

---

* Including interest on capital during construction, which in the case of the Bengal and North-Western (company's section), the Delhi-Umballa-Kalka, the Lucknow-Bareilly section (Rohilkund and Kumaon) and the Bengal Dooars railways, was charged to the capital account of those lines.

	Rs.
† As per details in Chapter VII, paragraph 1	273·07 crores.
Deduct—	
Total difference as per foot-note § in statement No. 17, pages 84 and 85 due to premia on lines purchased	8·09 „
Total . .	264·98 „

‡ On outlay charged to final heads of account, excluding steam-boat.

§ The mileages on which these are calculated include 1,146¼ miles of standard, and 10¼ miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

0·63 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . . .	6,39,34,690	2,73,50,704	7,37,498	9,20,22,892
Goods . . .	11,82,08,245	3,51,23,521	8,19,739	15,41,51,505
Miscellaneous, including steam-boat . .	49,32,357	25,23,520	30,151	74,86,028
TOTAL .	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425

13. The number of passengers carried as compared with the previous year was as follows:

Passenger traffic.

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1895 . . .	97,277,012	54,887,547	916,918	153,081,477
1896 . . .	103,326,920	56,482,215	1,008,132	160,817,267
Increase . . .	6,049,908	1,594,668	91,214	7,735,790

And the passenger-miles:

1895 . . Miles	4,083,131,730	2,065,063,846	24,770,696	6,172,966,272
1896 . . ,,	4,301,967,166	2,099,289,764	26,351,210	6,427,608,140
Increase . ,,	218,835,436	34,225,918	1,580,514	254,641,868

The passenger earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	5,49,59,952	2,46,66,908	5,94,067	8,02,20,927
1896	5,63,60,080	2,52,03,717	*6,40,930	8,22,04,727
Increase . . .	14,00,128	5,36,809	46,863	19,83,800

The earnings from other coaching traffic were as follows:

1895	87,44,414	23,44,071	85,524	1,11,74,009
1896	75,74,610	21,46,987	96,568	98,18,165
Difference . .	*—11,69,804*	*—1,97,084*	+11,044	*—13,55,844*

14. The aggregate tonnage of goods, material and live-stock carried was 32,471,335 tons against 33,628,030 tons in 1895 as follows:

Goods traffic.

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895 . . . Tons	25,340,872	8,157,927	129,231	33,628,030
1896 . . . ,,	24,316,903	7,999,668	154,764	32,471,335
Difference . ,,	*—1,023,969*	*—158,259*	+25,533	*—1,156,695*

The goods ton-mileage being:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895 . . Miles	3,967,675,567	†972,712,449	4,408,665	4,944,796,681†
1896 . . ,,	3,661,861,796	921,844,138	5,010,090	4,588,716,024
Difference . ,,	*—305,813,771*	*—50,868,311*	+601,425	*—356,080,657*

The goods earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	12,59,56,565	3,69,67,213	7,69,818	16,36,93,596
1896	11,82,08,245	3,51,23,521	8,19,739	15,41,51,505
Difference . .	*—77,48,320*	*—18,43,692*	+49,921	*—95,42,091*

* Including the earnings from other coaching traffic on the Jorhát State railway.
† Excluding the Assam-Bengal and the Dibru-Sadiya railways.

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 19,669,099 tons, or 0·18 per cent. less than in 1895, and the freight received aggregated Rs. 12,89,65,472, being 6·42 per cent less.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed a decrease of 1,182,228 tons, or 3·53 per cent., and the earnings of Rs. 95,92,012, or 5·89 per cent.

Approximate earnings, first quarter 1897.

15. The earnings for the first quarter of 1897, were lower than in the first quarters of 1895 and 1896:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1895 .	5,44,51,428	1,64,42,068	3,27,073	7,12,20,569
„ „ „ 1896 .	*5,38,59,865	*1,64,83,475	*3,79,650	*7,07,22,990
„ „ „ 1897 .	4,91,18,447	1,54,84,922	3,44,007	6,49,47,376

The figures relating to each railway separately will be found in Appendix G, pages xxix and xxx.

Working expenses.

16. The total working expenses amounted in 1896 to Rs. 12,19,76,875 against Rs. 12,11,98,860 in the previous year as follows:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895 . . .	8,78,39,252	3,25,71,855	7,87,753	12,11,98,860
1896 . . .	8,82,45,511	3,28,61,493	8,69,871	12,19,76,875
Increase .	4,06,259	2,89,638	82,118	7,78,015

The percentage of expenses on gross earnings under the several departmental heads was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance	12·82	11·52	11·81	12·48
Locomotive	15·70	16·50	17·02	15·91
Carriage and wagon . .	4·22	4·47	6·61	4·30
Traffic	7·72	8·64	9·37	7·97
General	4·35	7·01	8·48	5·06
Steam-boat, special and miscellaneous, and rent of leased lines	1·86	2·03	1·01	1·90
Contribution to Provident Fund	0·50	0·39	0·50	0·47
TOTAL .	47·17	50·56	54·80	48·09

Net earnings.

17. The net earnings realised were Rs. 13,16,83,550 against Rs. 14,11,70,200 in 1895 as under:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895 . . .	10,67,38,297	3,37,37,722	6,94,181	14,11,70,200
1896 . . .	9,88,29,781	3,21,36,252	7,17,517	13,16,83,550
Difference .	*— 79,08,516*	*— 16,01,470*	+ 23,336	*— 94,86,650*

Return on capital.

18. The statistical return on the capital expenditure† on open lines, including steam-boat service and suspense accounts, compares as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
1895	5·78	5·73	7·67	5·78
1896	5·17	5·27	7·76	5·20

Financial results.

19. The financial results to the State of working the Indian railways for the financial year 1896-97 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1896-97 as compared with the actual figures

* Revised figures.

† The capital expenditure here referred to is that shown in Chapter VII, statement No. 22, which is that expended on lines open for traffic.

for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter:

Losses—

	1895-96.	1896-97.
	Rs.	Rs.
Guaranteed railways	1,03,29,440	1,43,26,000
State railways, military, open	54,62,950	47,06,000
State railways, military, unopen	11,20,830	5,61,000
State railways, commercial, open	16,03,460	78,63,000
State railways, commercial, unopen	4,04,550	8,82,000
TOTAL LOSSES	1,89,21,230	2,83,38,000
Gain—		
State lines leased to companies	*—83,12,430*	*—87,06,000*
State lines worked by companies	1,22,18,060	1,09,11,000
GAIN	39,05,630	22,05,000
Apparent net loss	1,50,15,600	2,61,33,000
Add—Charges debited to—		
39—Guaranteed companies—Land and supervision	2,88,080	3,31,000
40—Subsidised companies—Land, interest, and subsidies	1,82,510	10,21,000
41—Miscellaneous railway expenditure	7,16,490	6,17,000
TOTAL APPARENT CHARGE	1,62,02,680	2,81,02,000

The interest charges for the East Indian, Eastern Bengal, and North Western railways for 1895-96 include annuities paid in England, which comprise a contribution of about 44* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1895-96 in connection with the entire Indian railway system will stand at about 118 lakhs of rupees. The contribution on account of sinking funds in 1896-97, amounted to about 43† lakhs, and deducting this amount in the same way, the net charge to the State will amount to about 238 lakhs of rupees.

	Lakhs.
* East Indian railway	28·65
Eastern Bengal railway	2·74
North Western railway	12·72
	44·11
† East Indian railway	28·06
Eastern Bengal railway	2·68
North Western railway	12·41
	43·15

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1895-96 would be about 102¼ lakhs, and in 1896-97, about 223¼ lakhs of rupees. The difference is principally due to the decrease in net earnings owing to the general failure of the crops, and partially to the increase in interest charges.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1*s.* 10*d.* the rupee.

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country: that is to say, where the State could now raise money at a little over 2½ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about 4¾ per cent. on the capital raised by the guaranteed companies; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1895-96 gives a percentage of about 7⅞ on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a profit of Rs. 41,28,400 in the year 1895-96 instead of a charge of Rs. 1,03,29,440 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1896-97 will be found in statement No. 5 on pages 16 and 17.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1895-96.

Classification No.	RAILWAY.	Capital raised to the end of 1895-96.	Capital withdrawn to the end of 1895-96.	Interest charges for 1895-96.				Net receipts for 1895-96, less share of surplus profits paid to companies.	Gain or loss (+ or —).
				Sterling (paid in England).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVIII	Great Indian Peninsula .	25,736,533	25,571,219	1,201,871	2,11,50,170	18,120	2,11,68,290	1,38,38,960	—73,29,330
XIX	Bombay, Baroda and Central India.	9,107,219	9,259,535	426,655	75,08,140	7,410	75,15,550	80,86,430	+5,70,880
XX	Madras	11,069,669	11,081,756	533,037	93,80,220	2,690	93,82,910	58,11,920	—35,70,990
	Total .	45,913,421	45,912,510	2,161,563	3,80,38,530	28,220	3,80,66,750	2,77,37,310	(a) —1,03,29,440

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 2,88,080) met by Government in 1895-96.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State.)

Results to the State of working for the official year 1895-96.

Classification No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vic., cap. 5, to the end of 1895-96.	Capital outlay to the 31st March 1896.	Interest charges for 1895-96.				Net receipts for 1895-96, less share paid to companies.	Gain or loss (+ or −).
				Sterling (paid in England).		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	Bengal Central . . .	1,000,000	1,02,21,610	33,750	5,93,920	...	5,93,920	3,24,510	−2,69,410
III	Bengal-Nágpur	7,265,781	10,04,04,570	254,700	44,82,130	1,97,300	46,79,430	32,83,940	−13,95,490
IV	Indian Midland	7,351,827	8,33,48,080	251,970	44,34,090	1,320	44,35,910	16,96,250	−27,39,660
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon) .	160,837	(a) 37,14,100	...	...	1,45,260	1,45,260	2,77,190	−72,920
	Outlay by the State on the Bareilly-Pilibhit and Lucknow-Sitapur-Seramau railways prior to transfer .	...	51,21,140	...	...	2,04,850	2,04,850		
XLII	Southern Mahratta . .	(b) 6,603,957	(b) 7,97,32,440	221,735	39,02,090	...	39,02,030	21,95,920	(c) −23,69,230
	Outlay by the State on the Bellary-Kistna section .	...	1,65,78,410	...	...	6,63,120	(c) 6,63,120		
XLIV	Mysore section (Southern Mahratta)	1,224,000	1,45,77,740	48,000	8,44,690	...	8,44,690	5,13,360	−78,810
	Refund by the Mysore Darbar of net charge for interest on capital expended on the Mysore railway . .	...	...	...	...	−2,52,520	−2,52,520	...	
XLVII	Assam-Bengal—Part I . .	...	26,90,390	...	...	95,120	95,120	98,500	−13,86,910
	Assam-Bengal—Part II . .	2,007,355	3,14,38,860	58,773	10,34,270	...	10,34,270		
	Assam Bengal—Part II—outlay against advances made in India by the State under the head "48"	...	1,05,02,620	...	...	3,56,020	3,56,020		
	Total .	25,613,757	36,33,29,960	868,928	1,52,91,130	14,10,970	1,67,02,100	83,89,670	−83,12,430

(a) Including outlay from advances made in India.
(b) Including the Bellary-Kistna section since the date of transfer from the State, *viz.*, the 1st January 1888.
(c) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that the interest on this capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State railways (Commercial).

Results to the State of working for the official year 1895-96.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST CHARGES FOR 1895-96.				Net receipts for 1895-96.	Gain or loss (+ or −).
			Sterling (paid in England) Interest and annuity.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Commercial lines and collieries.							
	(1) Open for traffic or working.							
XI	North Western—							
	Commercial section . .	(a) 33,39,14,580	571,821	1,00,62,730	76,83,180	1,77,45,910	1,66,54,580	−10,91,330
XII	Hyderabad-Shadipalli . .	17,79,160	...	...	70,900	70,900	48,580	−22,320
XIII	Oudh and Rohilkhand . .	11,56,96,730	327,062	57,55,540	4,68,970	62,24,510	47,36,610	−14,87,900
XIV & XLIX	Eastern Bengal	(a) 11,68,61,360	155,310	27,33,100	32,05,990	59,39,090	87,06,000	+27,66,910
IX & XVI	East Coast (b)	5,48,51,440	...	...	20,54,720	20,54,720	4,72,320	−15,82,400
XLVIII	Burma	5,38,59,720	...	...	21,55,680	21,55,680	30,79,190	+9,23,510
	Mu Valley	2,20,91,780	...	...	8,60,820	8,60,820	*−2,16,920*	−10,77,740
	Cherra-Companyganj . . .	7,81,740	...	...	31,260	31,260	2,540	−28,720
LXXV	Jorhát	8,29,300	...	...	32,970	32,970	6,410	−26,560
	Umaria Colliery	10,94,790	...	...	42,660	42,660	3,270	−39,390
	Warora Colliery	19,93,280	...	...	81,370	81,370	1,43,850	+62,480
	Total open State railways (commercial) . .	70,37,53,880	1,054,193	1,85,51,370	1,66,88,520	3,52,39,890	3,36,36,430	−16,03,460
	(2) Unopen lines and Miscellaneous charges.							
XVII	Bezwada-Madras (Ennúr-Bezwada section)	15,24,080	...	...	33,070	33,070	...	−33,070
	Mandalay-Kunlon . . .	9,20,760	...	...	24,950	24,950	...	−24,950
L	Cawnpore-Burhwal . . .	19,57 550	...	...	58,060	58,060	...	−58,060
	Rae Bareli-Benares . . .	6,45,280	...	...	13,960	13,960	...	−13,960
	Kotri-Rohri chord line . .	76,02,250	...	...	1,71,020	1,71,020	...	−1,71,020
	Stores Suspense balances . .	78,960	...	...	26,370	26,370	...	−26,370
	Petroleum operations, Baluchistan	1,19,190	...	...	4,870	4,870	...	−4,870
	Nágpur-Chhatisgarh depreciation account	6,57,030	...	...	26,280	26,280	...	−26,280
	Vizagapatam-Raipur* . . .	2,45,040	...	...	9,800	9,800	...	−9,800
	Bilaspur-Etáwah survey* . .	75,140	...	...	3,000	3,000	...	−3,000
	Rínaghat-Bhagwangola* . .	3,02,440	...	...	12,090	12,090	...	−12,090
	Southern Mahratta (depreciation on works, etc.)	5,27,070	...	...	21,080	21,080	...	−21,080
	Total unopen State railways (commercial), etc.	1,46,54,790	...	...	4,04,550	4,04,550	...	−4,04,550
	Total open and unopen State railways (commercial) .	71,84,08,670	1,054,193	1,85,51,370	1,70,93,070	3,56,44,440	3,36,36,430	−20,08,010

	Rs.	North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay—			
Commercial section as above	33,39,14,580		
Military section as in statement No. 3-A.	12,27,02,100		
		45,66,16,680	11,68,61,360
Deduct premium		2,93,38,040	1,13,64,370
Amount shown as capital in the published finance accounts of the Government of India		42,72,78,640	10,54,96,990

(b) Includes the Bezwada Extension of the East Coast State railway, which is worked by His Highness the Nizam's Guaranteed State Railway Company.
* Abandoned or in abeyance.

STATEMENT No. 3-A.

State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST CHARGES FOR 1895-96.				Net receipts for 1895-96.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Military lines.							
	(1) Open for traffic.							
XI	NORTH WESTERN—							
	MILITARY SECTION* . . .	12,27,02,100	...	...	48,96,650	48,96,650	—5,66,300	—54,62,950
	TOTAL OPEN STATE RAILWAYS (MILITARY)	12,27,02,100	...	...	48,96,650	48,96,650	—5,66,300	—54,62,950
	(2) Unopen lines, etc.							
	MUSHKAF-BOLÁN	1,82,00,790	...	...	6,88,140	6,88,140	...	—6,88,140
	MÁRI-ATTOCK	74,08,520	...	...	2,43,010	2,43,010	...	—2,43,010
	FRONTIER RAILWAY RESERVE MATERIAL	43,79,310	...	...	1,74,970	1,74,970	...	—1,74,970
	PESHÁWAR RAILWAY RESERVE MATERIAL	3,67,760	...	...	14,710	14,710	...	—14,710
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	3,03,56,380	...	...	11,20,830	11,20,830	...	—11,20,830
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY) . . .	15,30,58,480	...	...	60,17,480	60,17,480	—5,66,300	—65,83,780
	GRAND TOTAL STATE RAILWAYS (COMMERCIAL AND MILITARY) . .	87,14,67,150	1,054,193	1,85,51,370	2,31,10,550	4,16,61,920	3,30,70,130	—85,91,790

* Including the line from Ruk to Chaman and the Quetta loop, Sibi to Bostán *vid* Bolán and Quetta; the Sind-Sagar line from Lála Músa to Sher Shah junction with branches; and the lines from Golra to Khushalgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge, and the Miánwali-Mári branch railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1895-96.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST AND ANNUITY CHARGES FOR 1895-96.				Net receipts (less surplus profits paid to shareholders) for 1895-96.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	(a) 41,68,91,090	1,483,891	2,61,13,050	30,50,180	2,91,63,230	3,60,92,470	+69,29,240
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(b) 23,17,170	...	...	91,740	91,740	46,120	—45,620
VII	WARDHA COAL	49,90,800	...	...	1,99,570	1,99,570	76,360	—1,23,210
VIII	DHOND-MANMÁD	1,13,69,110	...	...	4,51,960	4,51,960	4,08,240	—43,720
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	5,72,450	...	...	14,860	14,860	....	—14,860
XXXVIII	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION	2,57,49,970	...	...	10,19,840	10,19,840	12,92,980	+2,73,140
VI & XL	RAJPUTANA-MALWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ, OPEN SECTION	14,88,39,500	...	...	59,78,150	59,78,150	1,18,93,220	+59,15,070
VI	GODHRA-RUTLAM-NÁGDÁ (RUTLAM-NÁGDÁ SECTION)	16,65,590	...	...	34,890	34,890	...	—34,890
XLI	PÁLANPUR-DEESA	2,22,310	...	...	8,750	8,750	10,680	+1,930
XLIII	GUNTAKAL-MYSORE FRONTIER	58,83,620	...	...	2,34,990	2,34,990	1,93,240	—41,750
XLV	SOUTH-INDIAN	(c) 8,34,21,010	179,207	31,53,630	10,52,170	42,05,800	36,11,800	—5,94,000
XLVI	MÁYAVARAM-MUTUPET	24,51,000	...	...	96,990	96,990	93,720	—3,270
	TOTAL	70,43,73,620	1,663,098	2,92,66,680	1,22,34,090	4,15,00,770	5,37,18,830	+1,22,18,060

(a) Capital as above . . . . . Rs. 41,68,91,090
Deduct premium 6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India 35,13,91,090

(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the railway.

(c) Capital as above . . . . . Rs. 8,34,21,010
Deduct premium 98,92,770
Amount shown as capital in the published finance accounts of the Government of India 7,35,28,240

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES EXCLUDING
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (*d*)	Loss to the State.	Capital expended.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59 to 1876-77	40,679,454	28,548,752	50,111,055	21,562,303	28,538,284	2,296,760	6,160,899	3,864,139	9,734,320
1877-78	41,301,759	2,327,993	2,331,834	3,841	31,429,069	931,597	1,539,457	607,860	11,502,783
1878-79	41,682,705	1,619,109	2,473,255	854,146	33,178,146	805,422	1,693,385	887,963	13,462,694
1879-80	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	808,647	15,499,419
1880-81	41,742,884	1,722,573	2,488,599	766,026	39,794,470	1,370,332	1,899,329	528,997	17,282,260
1881-82	42,075,110	2,343,565	2,496,263	152,698	41,033,885	1,120,266	2,000,945	880,679	19,238,660
1882-83	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84	42,629,697	2,137,094	2,539,530	402,436	45,068,279	1,360,863	2,155,659	794,796	22,807,853
1884-85	43,096,508	2,293,615	2,588,135	294,520	(*a*) 49,315,639	1,538,771	2,244,336	705,565	27,262,817
1885-86	43,682,117	2,503,229	2,761,684	258,455	(*b*) 57,441,360	1,928,223	2,568,277	640,054	30,053,692
1886-87	43,529,458	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,532	34,252,218
1887-88	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897	38,865,035
1888-89	44,343,227	2,742,916	3,105,916	363,000	(*c*) 68,551,352	1,829,123	3,243,347	1,414,224	42,998,060
1889-90	44,628,363	2,521,976	3,084,675	562,699	70,419,934	2,322,253	3,203,214	880,961	46,493,037
1890-91	45,091,263	2,841,185	2,844,547	3,362	72,346,190	2,319,183	3,150,571	831,388	(*e*) 54,991,610
1891-92	45,137,155	2,770,064	3,069,430	299,366	75,273,278	2,677,615	3,355,444	677,829	56,746,832
1892-93	45,207,409	2,662,489	3,438,635	776,146	78,508,182	2,177,320	3,681,650	1,504,330	59,014,659
1893-94	45,276,701	2,812,558	3,557,492	744,934	81,307,226	2,621,612	3,885,506	1,263,894	60,809,874
1894-95	45,594,262	2,449,616	3,953,754	1,504,138	84,237,291	3,114,014	4,127,756	1,013,742	62,910,168
1895-96	45,912,510	2,773,731	3,806,675	1,032,944	87,146,715	3,907,013	4,166,192	859,179	65,061,249
1896-97 (Revised estimate)	46,217,710	2,162,600	3,595,200	1,432,600	90,772,815	2,501,000	3,877,600	1,376,600	69,547,449
TOTAL	...	75,971,367	109,177,668	33,206,301	...	39,789,053	62,801,865	23,012,812	...

(*a*) Includes capital expenditure on the Eastern Bengal railway prior to purchase as under:

	£
Share capital at time of purchase	2,355,480
Premium on share capital at time of purchase	1,136,437
Debentures and debenture stock	1,023,658
TOTAL	4,515,575

(*b*) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under:

	£
Share capital at time of purchase	11,075,320
Premium on share capital at time of purchase	2,933,804
TOTAL	14,009,124

(*c*) Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand railway.

(*d*) Interest on capital outlay calculated at 4 per cent., except on £ 1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway which 4½ per cent. is paid by the State.

(*e*) Includes the following amounts in connection with the acquisition of the South Indian railway by the State:

	£	
Debt created for redemption of share capital	5,197,557	
Debenture stock taken over	425,000	
Debentures taken over	1,070,000	
TOTAL	5,692,557	This figure differs from the purcha money entered in the Finance a Revenue accounts of the Gove ment of India, in which £1,000, received from the company is trea as reduction of debt.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against state railways from 1880

No. 5.

from railway outlay since 1858-59.

LEASED TO AND WORKED BY COMPANIES, THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (from 1872-73).				Loss to the State on working the railway system of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (*f*)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Gain to the State.		39. Guaranteed companies. Land and supervision.	40. Subsidised companies. Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,435	...	120,951	28,491,178
299,083	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	31,331,420	1,928,410	1,818,712	109,698	1,969,511	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(*g*) 37,779,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,639	735,991	401,352	38,242,989	2,421,288	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,883,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	39,110,477	3,030,972	2,072,270	958,702	312,745	67,326	54,573	—129,405	305,239
915,207	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	79,558	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,331	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,497	171,417	19,257	33,130	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	—10,860	1,847,052
2,484,981	2,648,399	213,418	40,779,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,618,700	3,225,400	606,700	42,369,109	3,580,300	2,777,700	802,600	2,613,300	33,100	102,100	61,700	2,810,200
28,404,180	35,765,991	7,361,811	...	68,127,994	54,002,727	14,125,267	49,455,657	3,922,862	620,027	1,575,718	55,574,264

(*f*) Includes the following amounts for advances and repayments of advances of interest:

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97, Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	16,807	34,154	45,239	...	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,490	32,994	17,883	34,054	41,694	25,252	24,900
Net	2,426	12,283	30,905	44,621	—119	—1,616	—24,764	—42,768	—49,103	—31,490	—32,994	—17,883	—34,054	—41,694	—25,252	—24,900

(*g*) This sum is arrived at thus:

Capital of the East Indian railway at time of purchase	£	26,200,000
25 per cent. premium thereon	,,	6,550,000
Debentures and debenture stock	,,	4,450,000
Outlay subsequent to purchase	Rx.	154,248
Outlay on the Dildarnagar-Ghazipur, Naihati, and Patna-Gya railways	,,	425,348
TOTAL	Rx.	37,779,596

* Of these amounts, £27,633,386 will be redeemed by an annuity terminable in 1953, which annuity is included in the column "Interest and annuity." and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways in India during the official year ending on the 31st March 1897:

East Indian Railway (*standard gauge*).

2. The most important works in progress on the open line are the relaying of the main line with 85lb. rails, and the reconstruction or strengthening of some of the older bridges to conform to modern loads and standards.

Open line.

In addition to these, the Chanch branch has been extended by a mile, and the Damoodur branch by 1·77 miles, and construction has been again commenced on the unfinished portion of the Salanpur branch of about one mile.

The construction of the extension from Moghal Sarai to Gya, 126·26 miles, which forms part of the Grand Chord scheme, has been commenced, and some little progress has been made on earthwork and bridges. The principal works to be undertaken are the Karamnása bridge (3 spans of 100 feet), Poonpoon bridge (10 spans of 60 feet), Budh Nadi bridge (11 spans of 60 feet), Mohar bridge (14 spans of 60 feet) and the bridge over the Soane river at Dehree (93 spans of 100 feet).

Moghal Sarai-Gya extension.

South Behar (*Luckeeserai-Gya*) (*standard gauge*).

3. The construction of a line from Luckeeserai station on the East Indian railway, *viá* Sheikhpura and Nawadah to Gya, a total length of 78·81 miles, is under construction by the East Indian Railway Company (on behalf of the Secretary of State) for the South Behar Railway Company.

Considerable progress has been made on the earthwork on about half the length, and work is commencing on the large bridges, the most important of which are the Soma bridge (30 spans of 30 feet and 3 spans of 60 feet), Sakri bridge (18 spans of 60 feet), Khuri bridge (13 spans of 60 feet) and the bridge over the Phalgu river, near Gya (18 spans of 100 feet).

Bengal Central Railway (*standard gauge*).

4. The ballasting of the Ránaghat branch and of the worst places of the main line continued, and is expected to be completed throughout by the end of 1897.

Bengal-Nágpur Railway (*standard and special gauges*).

5. On the open section, the new station at Rádhanagar has been completed, and an additional goods siding, dead-end and platform provided at Raigarh station. Quarters have been constructed for sub-inspectors of permanent-way at several stations, and huts have been provided for the gangmen on the Katni branch and on the Biláspur district of the main line. The work of adding two timber sleepers at each rail joint on the main line continued.

Open line.

The construction of the new extensions from Sini *viá* Midnapore to Howrah and from Midnapore to Cuttack, a total length of about 360 miles, has been started throughout. The location has been virtually completed, and nearly all the land has been acquired except at the Mahánadi river crossing, the plans and estimates for which have been completed.

Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

On seven out of the ten construction divisions, half the earthwork has been completed, and on the remainder fair progress has been made. On the Sini and Gidni districts, ⅔rds of the minor bridgework has been finished.

Designs for the large bridges requiring girders of 100 and 150-foot span, of which there are a large number, including those over the Damoodur, Cossye, Bráhmani, and Byturni rivers, have been prepared and approved by Government, and work is in hand, part of the girder work having already arrived.

Platelaying is in progress from Midnapore towards Sini and Cuttack, and also from Sini towards Midnapore, and a total length of 115 miles has been laid. The platelaying of the section from Sini to Midnapore is expected to be completed by the end of May.

Proposals for the works and working arrangements necessary at Howrah are under consideration.

Raipur-Dhamtari branch.

Sanction was received in July 1896 to the construction of a feeder line, on a gauge of 2′ 6″, from Raipur to Dhamtari, with a branch to Rajim, a total length of 56·67 miles. The line has been surveyed and set out, and earthwork commenced on a portion of the length.

Indian Midland Railway (*standard gauge*).

Open line.

6. On the open line, about 11 miles of track of timber sleepers on the Agra-Gwalior section (old Sindia railway) have been renewed with Indian Midland railway cast-iron pot sleepers, and the following works completed: new additional staff quarters and a corrugated iron shed for third class passengers at Bína station; siding to the cotton press at Morena station; and goods platform and additional sidings at Cawnpore transfer depôt.

Saugor-Katni extension.

On the extension under construction from Saugor to Katni, about 75 per cent. of the earthwork has been completed, most of the large bridges are well advanced, and a number of minor bridges and culverts have been practically completed. Platelaying has been started from Saugor and rail-head has reached the 24th mile.

The first section from Saugor to Damoh, a distance of 59·75 miles, is expected to be opened on the 1st November 1897, and the remaining length of 56·25 miles, from Damoh to Katni, in 1898.

Bína-Goona Railway (*standard gauge*).

Open line.

7. All the construction works on the open section have been practically completed. The rebuilding of the revetment walls, and certain other additional works subsequently proposed in view to strengthen the Sindh bridge, are in progress.

Goona-Bara extension.

The project for an extension of the Bína-Goona railway from Goona to Bara was finally sanctioned in January. The total length is 76·20 miles, of which 22 lie in Gwalior, the same length in Tonk and the remaining 32·20 miles in the Kotah state; and by arrangement the cost of the section in each state is being borne by the respective Darbars.

Sanction had been previously accorded to the commencement of earthwork and bridging on the Gwalior section as a famine work to help the people in the district of Goona, and on this section the earthwork has been nearly finished, many minor bridges have been completed and work on the largest bridge on the extension of eleven 100-foot spans, over the Párbati river, is well advanced. Earthwork has also been commenced on the remaining sections and is well forward.

Bhopal-Ujjain Railway (*standard gauge*).

8. The new railway from Bhopal to Ujjain was opened to public traffic on the 11th April 1896, and was formally transferred to the Indian Midland railway for working on the 1st August. Arrangements were subsequently made with the Company to complete all unfinished construction works, the most important of which are: the arrangements for supply of water to engines

at watering stations; the engine shed, turntable, and a high service tank at Ujjain; the gate lodges at principal crossings; and the completion of the ballasting of the line. These works are in progress.

Bhopal-Itársi Railway (standard gauge).

9. The whole of the original wooden sleeper portion of the road, *viz.*, 17½ miles, has now been relaid with Indian Midland railway pot sleepers. The water service for Mid-Ghât station has been completed.

North Western State Railway system (standard gauge).

10. With the exception of the 81 and 110-foot girder bridges on the Lahore-Gháziabad section, designs for which are under consideration, the work of strengthening the weak girders of the large bridges on the North Western State railway has been finished. The rebuilding of the Beas Valley viaducts Nos. 1, 2, 3 and the renewal with stronger girders of minor bridges between Kurrachee and Kotri, is in hand. The cantilever foot-way on one side of the Haroo bridge has been completed.

Open line.

The yard at Umballa Cantonment station is being entirely re-arranged and improved to facilitate the interchange of traffic between the Delhi-Umballa-Kalka and North Western State railways, and large additional accommodation is being provided at Saháranpur to deal with the increased traffic at that junction, and also at Kurrachee Cantonment, and at Ráwalpindi

New loops have been provided at Mooltan City, Naundero and Sángi stations, a new shunting siding has been added at Gháziabad, and additions and alterations have been made to the station yards at Phagwára, Phillour, Rájpura, Kána-Kácha, Chánga Mánga, Okára, Kácha Khúh, Chaúdhri, Firoza, Sukkur, and Bhán.

The works required at Samásata station to form a junction with the Southern Punjab railway have been put in hand, and the arrangements for working the traffic through Bhátinda are under consideration.

The new iron foundry in the locomotive shops at Lahore has been completed and the locomotive yard remodelled, and the new station building at Quetta has been finished and brought into use.

The 2′ 6″ gauge mountain railway connecting the Bhaghanwala rope incline with the coal mines has been completed.

All works in connection with the project for reducing the gradients between Jhelum and Ráwalpindi, which have been in progress for several years, have been finally completed.

Realignment and regrading between Jhelum and Rawalpindi.

Work on the doubling of the line between Kiámári and Kotri continued, and the section from Kiámári to Piprí has been completed and passed for traffic though not brought immediately into use, and the remaining portion from Piprí to Kotri, 82 miles, is nearly ready.

Doubling main line between Kiamari and Kotri (108 miles).

The Mushkaf-Bolán railway was amalgamated with the North Western State railway with effect from the 1st July 1896. The single through line was passed for public traffic in March 1896, but the opening of the line was deferred until the 15th April 1897, pending the completion of a double line between Áb-i-Gum and Kolpur which is now practically ready.

Mushkaf-Bolan railway (85·88 miles).

The section of the Kotri-Rohri railway from Rahuki to Rohri, 178 miles, has been completed with the exception of ballasting and of some works and conveniences at stations, and was opened for goods traffic on the 16th November and for coaching traffic on the 15th December 1896, on which date it was made over to the North Western State railway.

Kotri-Rohri Chord line.

Work is in progress on the Indus bridge section, which extends from Kotri, on the North Western State railway, to Hyderabad on the Hyderabad-Shadipalli railway, a distance of 5·30 miles, and includes the Indus bridge and approaches.

The bridge will have one span of 100 feet and five spans of 350 feet, the girders being carried on brick piers 35 feet high which rest on wells about 60 feet deep founded on rock. Four wells have been sunk to full depth and completed, and the piers on them have been partially built.

Wazirabad-Lyallpur-Khanewal extension.

Work was commenced on the Lyallpur-Toba Tek Singh section of the Lyallpur-Khánewal extension in February 1897. The land has been all acquired, and the earthwork, which will be very light, is in progress. The line will be laid across the numerous irrigation channels on sleeper stacks in the first instance; and bricks for culverts will then be led out by train and culverts taken in hand. The line will be straight and practically a surface line almost throughout this section.

Mari-Attock railway.

On the section of the Mári-Attock railway between Roumia and Basál (mile 0-25), the earthwork and bridgework have been practically completed as reported last year.

Some portions of the first six miles from Roumia have to be regraded, as this length will eventually form part of the North Western State railway main line from Ráwalpindi to Pesháwar on the opening of the proposed diversion of that railway to the new junction station at Campbellpur Cantonment.

All work has been completed on the six tunnels which occur on this section, with the exception of 300 lineal feet of opening out and 1,500 lineal feet of brickwork lining, the aggregate length of the tunnels being 8,221 feet.

The permanent-way has been laid from Basál (mile 25) to mile 16 close to the first tunnel, which temporarily blocks further progress.

On the section from Langar station to Mári (mile 41 to 96), the earthwork has been completed, except in a few isolated high banks and deep cuttings.

The headings of the three tunnels on this length, of which the aggregate length is 1,758 lineal feet, are through, and in addition 400 lineal feet of opening out and 300 lineal feet of brickwork lining have been completed.

With the exception of the large high bridges over the Resi, Uchri, Kohad, and Sohan rivers, all the bridgework has been so far completed as to enable construction trains to be passed. Work on the Uchri and Resi bridges is well advanced, and preparations for getting in the difficult foundations of the Sohan and Kohad bridges are in progress.

The permanent-way has been laid from Mári (mile 96) to the Kohad river at mile 81.

The line is expected to be opened for traffic about October 1898.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

11. Rapid progress has been made on the construction of this line, and with the exception of the bridge over the Ghaggar river and the works in connection with the entrance into Delhi, which latter will be undertaken by the Bombay, Baroda and Central India Railway Company, there are no works of importance remaining.

The earthwork and all the minor bridges are practically complete. At the bridge over the Ghaggar river, consisting of 22 spans of 40 feet, the 17 overflow spans have been practically completed, and the wells for foundations for the piers of the 5 spans in the main channel have been sunk nearly to their full depth.

Platelaying on the Samásata-Bhátinda section, 218·71 miles, was completed in October 1896, and on the Bhátinda-Delhi section, 182 miles, in May 1897. The ballasting cannot be finished for some months, but it is proposed to open the line for public traffic after the monsoon.

Oudh and Rohilkhand State Railway (standard gauge).

Open line.

12. About 33 miles of the main line have been relaid with 75lb. steel rails, 97,095 broken or damaged light cast-iron pot sleepers have been replaced by cast-iron pots of the new pattern, and 140·64 miles of line (45·45 miles of the Cawnpore branch, 4·50 of the Hardwar branch, and 90·69 of the main line) have been fully ballasted with kunkur, stone or shingle. Arrangements for the collection

of shingle ballast on the Kotdwára branch for re-ballasting the main line have been carried out, and the necessary sidings have been laid into the ballast depôt.

The renewal or strengthening of girders which are too weak for modern engine loads continued, and the total progress included the renewal of 113 spans of 9 feet, 338 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, and 27 of 40 feet, and the duplication of 4 spans of 10 feet, 43 of 15 feet, and 66 of 30 feet.

Najibabad-Kotdwara branch.

The branch from Najíbabad to Kotdwára, 15·19 miles, which was commenced in November 1895, was completed and opened for traffic on the 24th December 1896.

Rae Bareli-Benares section.

Good progress has been made on the construction of the extension of the Lucknow-Rae Bareli-Benares chord which was commenced towards the end of 1895.

The earthwork and almost the whole of the ballast collection have been completed, and all the major bridges are ready for the erection of girders, which are in transit to site. Sâl sleepers are in course of supply and permanent-way material has begun to arrive from England. The works and buildings at stations are all well advanced.

It is expected that the works will be completed by the 31st December 1897.

Cawnpore-Burhwal Railway (metre gauge link).

13. All works on this link, which has been constructed alongside the existing standard gauge line from Cawnpore *viâ* Lucknow to a junction with the Bengal and North-Western railway at Burhwal, in order to connect, without break of gauge, the metre gauge railways north of the Ganges with the Rajputana-Malwa railway system, have been practically completed, with the exception of the two over-bridges at Cawnpore and the interlocking arrangements at stations and at the Ganges bridge at Cawnpore. The section from Burhwal to Daliganj on the Lucknow-Bareilly railway was opened to public traffic on the 24th November 1896, and the remaining portion from Lucknow (Aishbagh) to Cawnpore to goods traffic on the 25th April 1897. It is proposed to open the latter section to passenger traffic on the 15th May 1897.

Eastern Bengal State Railway system (standard, metre, and special gauges).

14. An unusually large number of new works have been carried out or are in progress on the Eastern Bengal State railway for the improvement or extension of the system.

Open line.

On the open line, about 10¼ miles on the northern section have been relaid with 50lb. steel rails and about 3 miles in addition with 41¼lb. steel rails. The middle platform at the Sealdah terminus has been dismantled, the lines have been re-arranged, and two new platforms have been built, considerably increasing the accommodation for passenger trains. A house has also been constructed for the Pintsch's oil gas installation. A permanent station building with platform over-bridge, etc., has been constructed at Hálishahar, and three new goods sheds at Shámnagar.

A new loop siding and two through sidings have been laid in at Bracebridge Hall (Calcutta), and a new siding has been made to the river at Bálipárá on the Dacca section.

The following important works are in progress: strengthening bridges from Kidderpore to Dámukdia; ballasting the bowl-sleeper road between Belgáchhi and Rajbári, and the first 8 miles of the Porádaha branch; a new line from Panchooria junction to the Ganges, a ghât station at Belgáchhi; raising the Daulatdia line and bridging the Panchooria Khal; two new crossing stations at miles 125¼ and 132¾ on the eastern section; large additional shed accommodation and pontoon at Chitpore; the replacement of the bamboo jetties at Shámnagar by a pontoon; and the construction of a permanent station building with staff quarters at Netra.

Doubling the main line between Ranaghat and Poradaha.

The doubling of the main line from Ránaghat to Porádaha has been sanctioned, and work commenced. Most of the earthwork and bridging has been completed and ballasting and platelaying are in progress. Twenty-six miles of double line have been opened for goods traffic.

Rajbari-Faridpur branch.

The construction of a new branch from Rajbári to Faríd pur, 14·59 miles, has been started.

Teesta bridge at Kaunia.

The construction of a bridge over the Teesta river at Kaunia of 13 spans of 150 feet was sanctioned by Government, and arrangements are being made for starting work.

Sultanpur-Bogra-Kaliganj Railway (metre gauge).

15. The construction of a branch from Sultanpur station, on the Northern section of the Eastern Bengal State railway, *viá* Bogra to Kaliganj, or other suitable terminus on the Brahmaputra river, is being carried out by the Eastern Bengal State railway, for a branch line company; operations were started during the year and work is in progress.

Mymensingh-Jamalpur-Subhankhali Railway (metre gauge).

16. The construction of an extension of the Dacca-Mymensingh section of the Eastern Bengal State railway from Mymensingh *viá* Jamalpur to Subhankhali or Jagannathganj, or other suitable point on the Jamuna river, is being carried out by the Eastern Bengal State railway on behalf of the India General Steam Navigation Company, under the usual terms granted by the Government of India for the construction of branch feeder lines, and work is in progress on the first section from Mymensingh to Jamalpur.

A new survey is being carried out for the alignment beyond Jamalpur, with a view to obtain the most suitable site for the terminus on the Jamuna river.

Cooch Behar Railway (2′ 6″ gauge).

17. The extension of the Cooch Behar railway from the right bank of the Torsá river to the town of Cooch Behar, a distance of 2·25 miles, including a bridge of 9 spans of 60 feet over the Torsá was sanctioned. Half the earthwork has been completed, the collection of bricks and materials was in hand and the girders and screw piles for the Torsá bridge had been brought to site.

Calcutta Port Commissioners' Railway (standard gauge).

18. The improvement works on both the Calcutta and Howrah banks of the Hooghly have been completed. The siding at Ramkristopur has been doubled, and sidings provided for the Howrah Flour mills, the Bengal Flour mills and for Messrs. Burn & Co.

East Coast State Railway (standard gauge).

Open line.

19. The reconstruction of the portions of the open line between Bezwada and Ellore, which were breached in several places, and seriously damaged by the floods of September 1895, has been completed, including the provision of the following additional flood openings: 30 spans of 10-foot arches at mile 6, 30 spans of 10-foot arches at mile 9, 10 spans of 20-foot girders at mile 20, 5 spans of 20-foot girders at mile 24, 5 spans of 40-foot girders increased to 9 spans of 40-foot girders at mile 27, 10 spans of 20-foot girders at mile 28, 5 spans of 20-foot girders increased to 10 spans of 20-foot girders at mile 31, 5 spans of 12-foot girders at mile 32, 5 spans of 20-foot girders at mile 34, 12 spans of 40-foot girders at mile 39, 3 spans of 20-foot girders at mile 44, 2 spans of 10-foot arches at mile 20, 2 spans of 20-foot girders at mile 20, and a causeway at Kalaparu 2,000 feet in length at mile 28.

In addition, drop walls and flooring have been added to most of the bridges up to mile 91.

The Vizagapatam station improvements are nearly finished and the Vizagapatam goods terminus is in hand.

All unfinished works on the section Vizianagram to Chattipur have been completed.

The sections from Khurda Road to Barang (Cuttack Road) and the branch to Puri, which were under construction at the beginning of the year, have been completed and opened for traffic, and the plans for extending the Puri branch about 2 miles, so as to obtain a better station site and enable pilgrims to alight nearer to the temples in the town, are under preparation.

Godavari bridge.

The project for a link connecting the two sections of the East Coast State railway by a bridge over the Gódávari river of 56 spans of 150 feet, has been prepared and submitted.

The total length of the line will be 4·53 miles, and the length of the bridge over the Gódávari, as estimated, will be 8,950 feet between abutments. The total cost, including the bridge, will be about Rs. 59,69,718.

The final location of the line and bridge is in progress, and borings have been made for about two-thirds of the distance across the river. Quarters, store-sheds, workshops, offices, etc., are in course of erection, and materials and plant are being collected for the construction of the bridge.

Bezwada-Madras Railway, Ennúr-Bezwada section (standard gauge).

20. The construction of this railway of 254·49 miles, including the conversion of the existing metre gauge line from Gudur to Nellore to standard gauge, was commenced in 1895, and work is in progress.

On the new portion of the line from Ennúr to Gudur and Nellore to Bezwada, the earthwork is practically complete. The large bridges, which are numerous, are all in hand, and will, it is expected, with perhaps the exception of that over the Ramperu near Chinna Ganjám, be completed before the wet season, which commences about November. The minor bridges are well advanced throughout and approaching completion.

On the Gudur-Nellore section, the widening of the banks, and the arrangements for replacing the metre gauge with standard gauge girders and for strengthening the other bridges, are in hand.

Platelaying is in progress both from the northern terminus and from Nellore, and about 40 miles of track have been laid.

The railway will probably be opened for traffic in April 1898.

Great Indian Peninsula Railway system (standard gauge).

21. The principal works completed were: the provision of interlocking apparatus at Mazagaon; the extension of the yard and running shed accommodation for engines at Byculla; large and important additions and alterations at Akola and Nágpur; and the restoration of the bridges which were washed away on the South-East line in the monsoon of 1895. The work of renewing and strengthening weak girders continued, and the introduction of the new system of signalling throughout the line is nearly completed. The work of strengthening the girders and rebuilding the tops of the piers, etc., of the Mund viaduct is well in hand, as also the restoration of the Dhudhi bridge.

Bombay, Baroda and Central India Railway (standard gauge).

22. The new terminal station and alterations in the yard at Colába were opened for traffic on the 6th April 1896, and are almost complete. One of the two cotton sheds at Colába has been rebuilt, and the other considerably extended. At Carnac bridge, an additional shed has been put up and the goods platforms have been covered in.

The new Administrative offices, opposite the Church Gate station, have been partly roofed in, and it is expected that they will be nearly completed by the end of 1897

The alterations at Grant Road station, including the foot over-bridge over the platforms, and the shunting sidings between Dádar junction and Parel, on land obtained from the Great Indian Peninsula railway, have been completed.

Doubling main line from Colaba to Baroda.

The earthwork for doubling the section between Virár and Dáhánu has been completed, and ballasting and platelaying are in progress. On the section between Amroli and Itola, the earthwork has been finished throughout and the ballasting and platelaying between Miyágám and Itola, a distance of 7 miles, have been practically completed.

The renewing of Warren girder bridges with plate girders is in progress in connection with the works for doubling the line, and about 37 per cent. of the work had been completed by February 1897.

Tapti Valley Railway (*standard gauge*).

23. The construction of a branch line from a point about 3 miles from Surat, on the Bombay, Baroda and Central India railway, along the Tapti Valley to Amalner, a total distance of 162·47 miles, is being carried out by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company, to whom it will belong, and work was commenced on the first section from Surat in November.

Rajputana-Malwa Railway system (*metre gauge*).

24. The principal works carried out and completed on the open system of the Rajputana-Malwa railway are as follows: the alteration of signals throughout the system to comply with new regulations; the relaying of 35 miles of line with 50lb. steel rails; the erection of 52·75 miles of fencing; the re-construction of the bridge at mile 114 near Rudáin station; additions and alterations to the Pálanpur-Deesa railway to bring it up to the main line standard; an additional span of one 40-foot girder to the bridge at mile 487-8, main line; and two additional 20-foot girders to the culvert at mile 11 on the Agra branch.

The following important works are in progress; a 20-foot span girder bridge over a new canal at mile 77 on the Rewári-Ferozepore section; additions and alterations at Ujjain junction station for the joint use of the Rajputana-Malwa, Rutlam-Ujjain, and Ujjain-Bhopal railways; the dismantling and re-construction of the bridges over the Sanwar and Mauli nullahs, Oodeypore-Chitor railway; and the new transfer station at Cawnpore for dealing with the interchanged traffic with the Oudh and Rohilkhand metre gauge railway.

Ahmedabad-Parántij Railway (*metre gauge*).

25. The construction of a branch from Ahmedabad *viá* Parántij to Ahmednagar is being undertaken by the Bombay, Baroda and Central India Railway Company for a branch line company. The total length is 54·59 miles. The first section from Ahmedabad to Talod, 33 miles, was practically completed, and opened to traffic on the 1st May 1897, and on the remaining portion, the works are all in an advanced state, little more remaining to be done except platelaying.

The Gaekwar's Dabhoi Railway (*2′ 6″ gauge*).

26. The earthwork and masonry bridges on the extension of the Chándod-Vishvámitri section to Padra, 7·18 miles, have been completed, and also the station and staff quarters at Padra.

Ankleswar-Párdi section (*Rajpipla*) (*2′ 6″ gauge*).

27. Work on this short line was delayed, but is now making good progress.

Madras, including the Kolar Gold-fields Railway (*standard gauge*).

28. The alterations and additions to Bowringpet station and sidings consequent on the junction with the Kolar Gold-fields railway have been completed, and the works estimated to cost Rs. 4,30,430 for a new station and additional works at Bangalore City, the junction with the Southern Mahratta railway, have been put in hand. The junction arrangements at Méttupálaiyam in connection with the Nílgiri railway, are nearly finished.

Eleven spans of 50-foot girders have been strengthened, making a total of 13 spans out of 17 completed. The strengthening of the 4 remaining spans is in hand. The addition of masonry piers in the centre of each span of the five 50-foot girder bridge at mile 179, on the North-West line, has also been completed.

The work of covering sand ballast with broken stone continued on various portions of the line, and over 461 miles have now been so covered.

The Nizam's Guaranteed state Railway (standard gauge).

29. The renewal of the mineral branch, 16·50 miles, with 66¼lb. flat-footed steel rails has been carried out, and good progress has been made on the Iyala bridges, Nos. I and II, of four 60-foot and thirteen 60-foot spans, respectively.

Hyderabad-Góddávari Valley Railway (metre gauge).

30. This project is for a metre gauge line starting from Manmád junction, on the Great Indian Peninsula railway, passing through Aurungabad, Jalna, Purbhani, Nandair, and Indore in the Nizam's Dominions, to join the existing standard gauge Nizam's Guaranteed state railway at Secunderabad. The line has been located throughout, subject to some minor re-alignments and the orders of the Government of India on the junction arrangements at Manmád. The total length, as located, is 389·81 miles.

It is intended that the line shall be constructed by the Nizam's Guaranteed State Railway Company, but owing to the necessity for providing employment in the Nizam's Dominions during the prevailing scarcity, the earthwork has been started in anticipation of the completion of the negotiations. Funds have been provided by His Highness' Government, and work started on the portion of the line between the British Frontier and the 128th mile, on the northern portion, and wherever in British territory it was possible to obtain possession of the land. Work has also been started on the central portion, on both sides of Nandair. Between 30 and 40 miles of earthwork has been completed, and arrangements for housing the staff are well advanced.

Bengal and North-Western Railway system (metre gauge).

31. On the open line, the relaying of the main line with 50lb. rails in lieu of 41¼lb. rails continued from mile 78 to mile 110, and materials for relaying up to mile 135 have been delivered along the line. The construction of a new crossing station at Kushmi is in hand, and materials have been received for fencing 15 miles of the main line.

Company's section.

On the Gogra bridge at Bahramghat, six wells for pier foundations have been sunk to the full depth of 95 feet below water level and the superstructure is nearly finished. Of the remaining wells, some have been sunk to full depth and others to about 60 feet. The erection of the girders is about to be commenced. The west protective spur is well advanced and only requires to be extended 200 feet further on the down stream side, and the further extension of the east spur, for about 1,600 feet on the permanent alignment, is in progress.

Gogra bridge at Bahramghat, 17 spans of 200-foot girders.

The line from Jarwal Road to Burhwal, with temporary pile bridges over the Gogra and Chowka rivers, has been completed and opened for traffic from the 24th November 1896.

The first section of the new branch from Gonda to Balrámpur, a distance of 22 miles, was opened for traffic on the 15th December 1896. On the remaining length, from Balrámpur to Tulsipur, work throughout is well forward; a temporary bridge has been erected over the Rapti, and the platelaying to Tulsipur is progressing rapidly. At the Rapti bridge of eight spans of 80-foot girders, eight wells have been sunk to the full depth and the masonry in the superstructure is nearly finished. The 9th well is in progress. Work is also in progress on the building and rivetting of the girders, and it is hoped that they will be

Gonda-Balrampur-Tulsipur branch, 42 miles.

erected and in place before the end of June next. It is expected that the branch will be opened throughout to Tulsipur in November 1897.

Nanpara-Katarnianghât extension, 42 miles.

The first section of the new branch from Nánpára to Jangal Motipur, a distance of 15 miles, was opened for traffic on the 15th December 1896, and the remaining length is expected to be opened in November 1897. Work is well advanced throughout, and the bridge over the Babai nullah of 10 spans 80-foot girders which was commenced in December 1896, is well in hand.

Bhatni-Turtipur branch, 17·14 miles.

The new branch from Bhatni to Bhogalpur Ghaghra (Turtipur) was completed and opened for traffic on the 15th December 1896, and a new junction station has been built at Bhatni. Work is in progress on the branch from Salímpur to Barhaj, 12·77 miles, which it is expected will be opened for traffic in November 1897.

Ganges-Gogra Doab extensions.

Construction has been sanctioned and work has been commenced on the extensions of the Company's system in the districts between the Ganges and Gogra rivers, which include lines from Turtipur to Benares with branches from Mau to Azamgarh, Mau to Ballia and Revelganj, and from Aonrihar (Saiyedpur Bhitri) to Gházipur, a total length of 210·52 miles, with a permanent bridge over the Gogra river at Turtipur.

On the Mau division, 65 miles, formation is ready for the rails, and brick and lime manufacture, ballast collection and bridge-work are in progress. The laying of the permanent-way has been delayed for want of materials.

On the Ballia division, the earthwork is nearly finished between Mau and Ballia and is in progress between Ballia and Revelganj. On the Benares division, a good beginning has been made and it is expected that the earthwork will be all thrown up before the rains. The alignment near Benares City and the site of the city station have not yet been definitely settled.

The survey of the Gogra river at Turtipur with borings of the bed of the river was completed during the year, and the detailed plans of the bridge will now be prepared. The manufacture of bricks has been put in hand.

Tirhoot section—Hajeepore-Katihar extension.

Work has been commenced on the extensions of the Tirhoot State railway from Hajeepore to Begamsarai and from Garhara *viâ* Khagaria to Katihár, a total length of 161 miles, with a permanent bridge over the Kosi of 15 spans of 200-foot girders.

There has been some delay in obtaining possession of land, but earthwork has been started wherever possible, and brick-making is being arranged for everywhere. Some alterations in the original alignment near Khagaria and at the Kosi were found necessary and have been carried out.

Arrangements have been made for forwarding permanent-way materials to Katihár to connect the Kosi bridge works with the Eastern Bengal State railway, and also for the collection of kunkur and other building materials at the bridge site.

Segowlie-Raksaul Railway (metre gauge).

32. This branch, 18 miles in length, is being constructed by the Segowlie-Raksaul Branch Railway Company, and was commenced in May 1896. Work is about half completed, and it is expected that the branch will be ready for opening by the end of 1897.

Lucknow-Bareilly section, Rohilkund and Kumaon Railway (metre gauge).

33. The new stations at Aishbagh and Daliganj, on the Lucknow-Bareilly section, have been opened for traffic, and the works in connection with the level crossing project at Lucknow have been completed, with the exception of some of the bridges, for which girders are awaited from England.

The restoration of the 20-foot girder bridge at mile 4 has also been completed.

Southern Mahratta Railway system (metre gauge).

34. The alteration of all the distant signals on the system to show red and green lights has been practically completed, and the renewals of sleepers on sections of the main line west of Dhárwár and on the Mysore section

continued. The alterations and additions to the workshops at Hubli have been started and are well in hand, and the works in connection with the remodelling of Bangalore yard have been nearly completed.

Additional waiting accommodation for 1st and 2nd class passengers has been provided at Wathar, and the permanent station and junction arrangements at Yesvantpur have been completed and brought into use.

Mysore-Nanjangúd Railway (metre gauge).

35. An extension from Nanjangúd railway station to a point half a mile nearer the town of Nanjangúd has been sanctioned and will be constructed by the agency of the Southern Mahratta railway at the cost of the Mysore Darbar.

Birur-Shimoga Railway (metre gauge).

36. The construction of a branch from Birur, on the Mysore section of the Southern Mahratta railway, to Shimoga, 38·53 miles in length, has been undertaken by the Mysore Darbar and work has been commenced.

South Indian Railway (metre gauge).

37. The principal works carried out were: the relaying of 11 miles of line with 50lb. bull-headed steel rails, making the total length so relaid 438¼ miles; the provision of overhead bracings for the girder bridges at Tondayar, Pooniar, Gadilam, old Coleroon, and Madugu; lowering the line and pitching the bank between mileages 251/36 and 252/69; the strengthening of all 10 and 12-foot spans and the renewal of 7—30-foot spans of the Davanadi bridge at mileage 266/5; the construction of a 30-foot girder bridge in place of the 10-foot girder bridge at mileage 156/13, washed out by the floods of August 1896; additional staff quarters and locomotive accommodation at Villupuram junction station; the interlocking of the points and signals at the junction of the Pondicherry branch; and the additional offices and staff quarters at Pákala junction station.

Máyavaram-Mutupet Railway (metre gauge).

38. All works in connection with the completion estimate for the construction of this branch have been finished. Additional accommodation will, however, be required at Peralam station in connection with the Karikal-Peralàm railway, and the work is in hand.

Karikal-Peralam Railway (metre gauge).

39. A branch railway from Peralam to Karikal, 14·45 miles in length, is being constructed by the South Indian railway on behalf of the French Government. Work was started in the summer of 1896, and about half the earthwork was thrown up before all progress was practically stopped by the rains. It is expected that the branch will be opened through for traffic by October 1897.

Assam-Bengal Railway (metre gauge).

Section I from Chittagong to Badarpur with branches, 304·52 miles.

40. The sections from Chittagong to Karimganj, about 12 miles from Badarpur, and the branch to Chandpur have been opened for all kinds of traffic, and the remaining length to Badarpur has been opened to goods traffic. A little more work on earthwork and bridging has yet to be done on the length from Karimganj to Badarpur, and on the Silchar branch, to finally complete them.

Permanent staff quarters have been nearly completed at all stations, and good progress has been made with quarters for the superior staff at Chittagong. Arrangements are also in progress for the erection of the head office buildings and station buildings at Chittagong.

Section II Badarpur to Lumding, 112 miles.

On section II, from Badarpur through the Khasia Hills to Lumding, 112 miles, earthwork and bridging on divisions 8, 9, and 11 are well in hand, and arrangements have been made to start work on the 10th division. The foundations of the Barak bridge (8th division) have been completed, the 2 abutments have been built nearly to girder bed level and both the piers are above level of high flood.

The heading of tunnel No. 1 in the 8th division (720 feet long) is through, and about 217 feet of lining have been completed. Tunnels 2 (*b*) and 2 (*c*) are well in hand, but little work has been done on the other tunnels of the section, owing to labour and transport difficulties. The rails have been laid to tunnel No. 1.

It is hoped that some platelaying will be done on the 11th division during the coming rains, so as to expedite the approach of the northern railhead up to the Mahur Saddle tunnel, which is 1,400 feet long and is regarded as the most formidable work on the whole line.

Section III from Lumding to Makum with branch from Lumding to Gauhati, 326 miles.

On section III, which comprises the portion of the main line from Lumding to Makum and the branch from Lumding to Gauháti, the section of the line from Gauháti to Jamuna Mukh, 74·73 miles, was opened on the 1st January 1897. The length from Jamuna Mukh to Lanka is expected to be opened in July 1897 and to Lumding in January 1898.

Land acquisition has been completed throughout, except in parts of divisions 16 and 17 towards Makum.

On the 12th and 13th divisions, on the Gauháti-Lumding branch, the earthwork and bridging have been completed, station buildings have been erected and staff quarters are in hand. Some fencing has also been done. On the 14th division the earthwork and bridging are well in hand, and railhead at the end of March 1897 had reached mile 98·66 from Gauháti.

On the 15th division, on the main line section Lumding to Makum, but little work except jungle clearing has been done, as this portion of the line passes through the densest part of the Nambor forest, and there is practically no local labour procurable. On the 16th and 17th divisions, fair progress has been made in the earthwork and bridging is well started.

Burma Railways (metre-gauge).

Open line.

41. On the open line, two miles of track on the Prome section, and 22 miles on the Sittang section, have been relaid with 50 lb. steel rails. The suburban line which used to run parallel to the Monkey Point road, Rangoon, has been shifted on to this road as part of the municipal improvement scheme.

Owing to the closing of the channel of the Irrawaddy at the railway crossing near Amarapura Shore, steamers and barges could not approach the landing stage. A new line has, therefore, been constructed to a point 1½ miles lower down stream, and a pontoon and girder has been erected, by which wagons can be transferred to barges.

Iron wire fencing in place of wooden posts and rail fence has been completed to Rangoon on the Irrawaddy section.

The doubling of the line at Nahakaung junction has been commenced, and includes: the extension of a double 40-foot girder bridge and one 10-foot girder bridge to take two tracks; the widening of the earthwork; and the laying of a second track from the signal box to Nahakaung platform, to allow Katha trains to come direct into the station. At the Bobin Chaung bridge, one span of 40 feet is being changed into 3 spans of 40 feet.

Mu Valley railway.

Work is in progress on the Mu Valley railway construction and Myitkyina extension. The line from Mohnyin to Mogaung has been kept open for goods traffic, except for about a month during the rains, and a large proportion of the embankment has been raised and several bridges have been enlarged. On the Mogaung-Myitkyina extension the earthwork is nearly complete, and wooden trestle bridging is in progress. The large bridge over the Mogaung has been commenced, and the rails are within a few miles of Myitkyina. The section from Mohnyin to Mogaung, a distance of 52·34 miles, is expected to be opened for passenger traffic in May 1897, and the section from Mogaung to Myitkyina will probably be opened in April 1898.

Mandalay-Kunlon railway.

On the Mandalay-Kunlon railway, work is in progress on the first 152 miles, and in February 1897 a new division was started extending to mile 200.

Between Myohaung and Thibaw (134 miles), the earthwork has been completed, with the exception of 19 miles, chiefly rock cutting. The bridging has been completed on 45 miles, and most of the material collected for another 60 miles.

Great difficulty has been experienced in obtaining labour for the heavy rock cutting work on the Maymyo ghat, and progress has been retarded also by the great amount of sickness prevalent there. It is doubtful now if the rails can be laid to Maymyo (mile 45) and Nammaw (mile 72) before June 1898.

It has been decided to reconsider the grading of the Gokteik Gorge length, miles 76—82, and works have been stopped there until the completion of a further survey which is in hand.

Bengal Dooars Railway (metre gauge).

42. The work of fully ballasting the line continued and is expected to be completed throughout by the end of 1897.

Dibru-Sadiya Railway (metre gauge).

43. During the year, six miles of line have been relaid with 50lb. rails, and the construction of an engine shed at the workshops and of the Digboi bridge No. 1 are in hand.

Nílgiri Railway (metre gauge).

44. After being suspended for nearly three years, work was re-started on the Nílgiri railway by the new company early in April 1896, and considerable progress has been made. Six out of the nine tunnels are complete; four of the major bridges are complete with girders, and on several others, the masonry is complete; two miles of rack platelaying have been finished. All work has been, however, much retarded for want of the rack engines which will not arrive till July 1897. All girders and rolling-stock have been ordered and are expected to arrive during 1897-98.

Jodhpore-Bickaneer Railway system (metre gauge).

45. The new approach to Kuchámán Road station, the construction of which was commenced in 1895-96, was completed and opened on the 13th August 1896.

Earthwork has been commenced, by the Jodhpore Darbar, on the Balotra-Jodhpore frontier section of the proposed Balotra-Shadipalli railway, for famine relief purposes, and the banks on the first 100 miles are nearly ready.

Balotra-Shadipalli railway.

Work has also been started on an extension from Bickaneer to Khari (41·62 miles) by the Bickaneer Darbar, for famine relief purposes, and the earthwork is practically complete and the rails have been laid for 32 miles. The work is of the lightest possible description with little or no bridging.

Bickaneer-Khari extension.

Bhávnagar-Gondal-Junágarh-Porbandar, including the Jetalsar-Rájkot Railway (metre gauge).

46. The following works have been carried out and completed on this system: improving the water-way at the Keri bridge; raising the bank at mile 79 on the Bhávnagar-Wadhwán section; opening out water-way at Raidhra; Ujet bridge restoration works; extending platforms Nos. 1 to 4 at Jetalsar; ballasting the Jetalsar-Rájkot railway and the construction of a road over-bridge at mile 20, near Gondal.

The construction of a goods depôt and sidings at Rájkot Pará is in progress.

Rájkot-Jámnagar Railway (metre gauge).

47. This line, 50·29 miles in length, was opened for public traffic in April 1897, with the exception of the Und bridge (16 spans of 50-foot arches), which is still incomplete and at which a temporary diversion has been laid for passing trains.

Darjeeling-Himalayan Railway (2′ 0″ gauge).

48. The passenger platform at Darjeeling has been extended and the enlargement of the goods shed completed. Sidings have been laid to Darjeeling Bazar and Batesia. The construction of the new station buildings and godowns at Kurseong and of a new over-bridge at Siliguri are in progress.

Bársi Light Railway (2′ 6″ gauge).

49. This railway commences at Bársi Road station on the Great Indian Peninsula railway, and terminates at the town of Bársi, 21·40 miles distant.

The track has been laid on the north side of the Provincial road for nearly the whole distance, and it was proposed to utilize the existing bridges for the railway as far as possible. As, however, none of the bridges or culverts were found to be strong enough to carry the rolling-stock proposed for use, steel girders have been put in in the case of bridges over 10-foot span, and all the culverts strengthened. There are two major bridges, one over the Sina river, 11 spans of 40 feet, the other over the Urdah river, 7 spans of 30 feet.

The railway was opened for goods traffic on the 1st March 1897 and for passenger traffic on the 19th of the same month. The construction has been carried out by the Bársi Light Railway Company.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of surveys carried out during the official year ending with March 1897, and various other projects put forward:

East Indian Railway (standard gauge).

2. Surveys have been carried out by the East Indian Railway Company for the following proposed extensions of the undertaking:

Shikohabad-Farukhabad.

(i) A branch from Shikohabad station, 805 miles from Calcutta, *viâ* Mainpuri to Farukhabad, a total length of about 66 miles. The line passes through easy country throughout.

Bhagalpur-Bausi-Baidyanath.

(ii) A link from Bhágalpur station, on the loop line of the East Indian railway, 265 miles from Calcutta, past Bausi and Deoghur to Baidyanáth, or some other suitable junction with the main line south of Baidyanáth, a total length of about 71 miles. The country is easy for the first 31 miles, from Bhágalpur to Bausi, but somewhat rough for the last 40 miles from Bausi onwards.

Burdwan-Cutwa.

(iii) A branch from Burdwan station, 67 miles from Calcutta to Cutwa, a length of about 34 miles. The country is easy throughout.

Hooghly-Cutwa.

(iv) A branch from Hooghly station, 24 miles from Calcutta to Cutwa, a length of about 65 miles. The country is flat, but as the alignment for most of the distance is near the Hooghly river, a good deal of flooded or swampy ground is passed over.

Plans and estimates for these projects have been prepared and submitted, but in all cases further investigation has been considered desirable, and the alignments are being reconsidered and the estimates revised.

Agra-Delhi Chord Line Survey (standard gauge).

3. A line from Agra to Delhi was first projected and earthwork commenced in 1856-57, and the Delhi-Muttra road is laid on the bank then thrown up for a length of about 18 miles, and a navigable canal has since been constructed along 3 miles of the former alignment near Delhi.

The present survey was commenced in December 1896 in order that the line might, if necessary, be utilized as a famine relief work. The field-work is nearly complete, and the project will be submitted shortly.

The total length on the alignment now located from the centre of the Agra Cantonment station, on the Indian Midland railway, to the centre of the Delhi station, on the East Indian railway, is about 121 miles. At Muttra, about 32 miles from Agra Cantonment, it will form a junction both with the existing metre gauge line, and with the proposed Nágdá-Bara-Muttra line, which will probably necessitate the construction of a new station.

The country is flat except near Muttra, where it is broken up by ravines draining into the Jumna, and for the last 16 miles near Delhi, where there are some low rocky hills. Except in the immediate vicinity of Delhi, the work will be light, the principal works being the crossings over the Rajputana-Malwa railway and the navigable canals.

Singia-Madaripur-Chandpur Railway Survey (standard gauge).

4. This survey was undertaken to investigate the feasibility of effecting a connection between the Bengal Central railway and the Assam-Bengal railway at Chandpur, by means of a railway to Behdarganj and a ferry across the Megna river.

The country traversed is the Gangetic Delta between Singia on the Bengal Central railway, 85 miles from Calcutta, and Behdarganj, a point on a

channel called the Baerha river, which is parallel to the Megna and connected with it. The total distance from Singia to Behdarganj is 82 miles, and the length of the ferry connecting Behdarganj and Chandpur is 18 miles more or less, depending on the variations of the Megna channel.

The whole route lies through country which, during the rains, is submerged, and involves a great deal of heavy bridging and high embankment, the large bridges being as follows:

	Mileage.	Width.
The Afra	2·00	450 feet.
„ Mulia	7·00	300 „
„ Chitra	10·00	600 „
„ Nobaganga	17·00	300 „
„ Madhumuti	22·00	2,000 „
„ Areal Khan	64·00	2,000 „
„ Gobindpur	66·90	600 „
„ Binodpur	69·75	600 „
„ Old Pudda or Ganges	71·00	1,000 „
Total		7,850

In addition to these, numerous bridges will be required over creeks and streams which, when the estimates are compiled, will show a formidable amount under "Bridging." From end to end the whole country is practically level, and, beyond the bridging and the enormous area of flood water to be dealt with, offers no special difficulty.

Leaving Singia, the line crosses the Afra river at the 2nd mile, and then crosses a long reach of low country subject to flood up to Narail, an important town. After crossing the Chitra, about mile 10, the line passes over flat country till it crosses the Nobaganga near Lokipassa, and at mile 22 reaches the Madhumuti, a large river 2,000 feet wide and 45 feet deep. From this point, the line tends to the north-east to avoid the great bheel or marshy tract which lies in the direct line, and reaching Muxoodpur on the Kumar river, tends again to the south-east till it reaches Madaripur, an important jute mart on the Kumar river at its junction with the Areal Khan. The Areal Khan is a wide river, 1,510 feet from bank to bank, with a through depth of 45 to 50 feet. Beyond the Areal Khan, for 18 miles, the line crosses a low flat country dominated by the Ganges (which has changed its course in the past 30 years some four miles towards the south) and then passes over the sounder portion of the Angeria Chur (or land thrown up by the river) to Behdarganj, where a suitable site for a ferry has been selected from which the distance by water to Chandpur, the terminal station of the branch line of the Assam-Bengal railway from Láksám, is 18 miles.

The field-work was completed on the 12th March 1897, and the plans and estimates are expected to be ready by the beginning of June 1897.

Bengal-Nágpur Railway (standard gauge).

Midnapore-Jherriah survey.

5. A reconnaissance has been made for a projected line from Midnapore, on the extension of the Bengal-Nágpur railway now under construction, *viâ* Bankura to Múrúlia, near Damoodur on the present main line, with a further proposed extension from thence to the Jherriah coal-fields.

The reconnaissance for the section Midnapore to Múrúlia has been completed and a report is in course of preparation; but the investigation of the section beyond Múrúlia to Jherriah has been postponed pending the collection of further information from the Coal Companies interested, on receipt of which an alignment best suited to serve the various coal properties will be selected.

Indian Midland Railway (standard gauge).

Harpalpur-Rath and Harpalpur-Nowgong surveys.

6. The survey of a tramway proposed from Harpálpur station, on the Jhánsi-Mánikpur section, to Rath on the north, a distance of 27 miles, and to Nowgong on the south, a distance of 19 miles, has been sanctioned and carried out, its cost being, for the present, met from funds supplied by Government. The preparation of the plans and estimates is in progress.

North Western State Railway system (standard gauge).

Hoshiarpur-Jullundur-Kapurthala survey.

7. The survey for a branch railway from Hoshiárpur *viá* Jullundur to Kapurthala, a distance of 37¼ miles, has been carried out, with a view to work on the construction being started for famine relief purposes if found to be required. Plans and estimates are under preparation.

Sukkur-Shikarpur-Naundero survey.

A survey for a proposed diversion of the main line from Sukkur *viá* Shikárpur to a point near Naundero, a distance of 45 miles, in order to place the line on safer ground free from floods, was ordered by Government and is in progress.

Ludhiana-Dhuri-Tohana survey.

A survey is also in progress for a line of railway from Ludhiána *viá* Dhuri, on the Rájpura-Bhátinda railway, to Tohána, a total distance of 84 miles. The proposed line lies partly within the Malerkotla and Patiála states, and the survey is being carried out at the request, and partly at the cost, of the respective Darbars, as they desire to commence the earthwork for purposes of famine relief, should necessity arise.

Gháziabad-Moradabad Railway Survey (standard gauge).

8. The survey for the revision of the former alignment, which was in progress at the close of the previous year, has been completed and the results submitted. Several improvements in the alignment have been effected, and the estimated cost has been reduced to Rs. 82,30,000 for 87 miles or Rs. 94,600 per mile, including the cost of a bridge over the Ganges at Garmúktesar. The traffic prospects are reported to be favourable.

Surveys have also been made for alternative branches from Hapur to Meerut, 20 miles, and from Garmúktesar to Meerut, 29 miles. The former is estimated to cost Rs. 10,97,000 or Rs. 54,850 per mile, and appears to be the more favourable in all respects. The latter is estimated to cost Rs. 17,62,000 equal to Rs. 60,760 per mile.

Eastern Bengal State Railway system (standard, metre, and special gauges).

9. The surveys for the following branches and extensions of the Northern section (metre gauge) of the Eastern Bengal State railway system, which were in progress at the close of the preceding year, have been completed, and plans and estimates prepared for the several projects and submitted :

	Miles.
Lálmonirhát to Deomonihát	69
Saidpur to Titalya	66
Nattore to Rampore Beaulia	24½
Phulbari to Samjhia	13½

Lalmonirhat-Deomonihat extension.

The alignment selected for the first of these proposed extensions starts from Lálmonirhát, on the Kaunia-Dharlla branch of the Eastern Bengal State railway, and follows the higher ground about the centre of the Doab between the Teesta and the Jaldaca rivers to a junction with the Bengal Dooars system at Deomonihát. The route taken is somewhat circuitous which slightly increases the length, but thus passes through the best cultivated and most populous tracts and avoids a large amount of bridging. Further investigations in regard to the alignment will be made when the construction is carried out, but as the country is easy and the works will be light throughout, it is estimated that the line can be constructed for about Rs. 35,000 per mile or for a total sum of about Rs. 24,00,000. The traffic prospects are considered to be very favourable. It is understood that the Bengal Dooars Railway Company are prepared to submit proposals for the construction of this line as part of their own system.

Saidpur-Titalya branch.

The alignment for the proposed extension from Saidpur to Titalya starts from the former station, on the Eastern Bengal State railway, and follows a circuitous route *viá* Khansamarhát to the crossing of the Atrai at Joygunj; from thence it proceeds *viá* Gurreahhát to Farrabaree, touching the district road at mile 34 and following it closely for the remainder of the distance to Titalya.

The estimated cost, as located, is about Rs. 24,55,000 or Rs. 37,197 per mile, exclusive of rolling-stock. It is understood, however, that by starting from Nelphamári instead of Saidpur, and by other improvements in the alignment, the length can be reduced by about 12 miles, with a proportionate reduction in cost. The traffic prospects are favourable.

Nattore-Rampore Beaulia branch.

The alignment surveyed for the proposed branch from Nattore to Rampore Beaulia closely follows the district road, along which it is actually located for the greater portion of the length.

The investigation of a more direct alignment avoiding the district road, which would be nearly 2 miles shorter, will probably be required before construction is finally sanctioned or carried out. The cost would be about Rs. 37,000 per mile.

Phulbari-Samjhia branch.

The survey for the short branch from Phulbari to Samjhia, on the Atrai river, about 13½ miles, showed that the cost would be about Rs. 4,42,000 or Rs. 32,741 per mile, excluding rolling-stock. The country is perfectly flat and easy throughout.

Mogalhat-Dhubri branch.

A survey is in progress for a proposed branch, on the metre gauge, from Mogalhát, on the Kaunia-Dharlla branch, to Dhubri on the Brahmaputra, which would form part of the main route from the North-Western Provinces and Behar to Assam. This would also involve the conversion of the 2′ 6″ gauge line from the Teesta river to Mogalhát to metre gauge.

Rampore Beaulia-Katihar branch.

A survey of the Ganges river from Godagari to Surdah is also being made with a view to investigating all possible sites between those points for a bridge. Surveys have been partially completed for the proposed extensions from Rampore Beaulia *viá* Maldah to Rayganj and Katihár, but further work is postponed pending completion of the survey of the river above-mentioned and a decision on the bridge site.

Kissengunge-Kotchandpur-Magura branch.

A survey is about to be started for a projected branch from Kissengunge *viá* Kotchandpur to Magura.

Great Indian Peninsula Railway (standard gauge).

Jalgaon-Amalner section.

10. The question of the alignment of the proposed line from Jalgaon to Amalner is still under consideration, and a survey for an alternative alignment from Mhasávad to Dharangaon (19 miles) with a view to secure a more favourable crossing of the river Girna, has been carried out.

Chalisgaon-Dhulia survey

A survey is in progress for a proposed branch from Chálisgaon to Dhulia (40 miles).

Baroda-Godhra Chord Line Survey (standard gauge).

11. A reconnaissance for a chord line from Baroda to Godhra was made first in 1891, and the alignment then examined crossed the Vishvámitri river and proceeded *viá* Jharod to the crossing of the Karad river at Bacha.

A further survey for this chord has been made by the Bombay, Baroda and Central India Railway Company on an alignment which avoids the Vishvámitri, and follows a more westerly course *viá* Pilol and Gangaria to the Karad river crossing at Bacha, from whence to Godhra the route taken is practically the same as in the former reconnaissance. The total length, as located on this alignment, is 44 miles, and the country passed through is fairly easy; the ruling gradient obtained being 1 in 300. The estimated cost, as corrected, is about Rs. 34,12,000 or Rs. 77,545 per mile, including provision for rolling-stock. Some alteration of the alignment and grading in detail will probably be required, but it is not considered that the cost will be materially affected.

Sábarmati-Dholka Railway Survey (metre gauge).

12. A survey for a projected branch from Sábarmati to Dholka has been started by the Bombay, Baroda and Central India Railway Company, and is in progress.

Madras Railway (standard gauge).

Arcot-Ranipet branch survey.

13. Two alternative routes for this short branch have been surveyed, the length being 4 miles in each case. The estimates have been modified and will be submitted shortly.

Hardwar-Dehra Railway Survey (standard gauge).

14. The project for the extension of the Hardwar branch of the Oudh and Rohilkhand State Railway to Dehra Dun and Rajpur has been before Government for many years, and two surveys have previously been made for this project.

In 1884-85, the Dehra Dun Railway Association carried out a survey for a standard gauge line to Rajpur, a total distance of 37½ miles. The proposed line would have entailed heavy tunnelling at Hardwar; but after crossing the combined Suswá and Song rivers it made for Dehra Dun by a direct route in open, but in some places low country. Near Rajpur, the work was very heavy indeed, and the grades steep.

In 1887, a further examination of the routes already surveyed, and of an alternative alignment *viâ* the Motichur Valley in order to avoid the heavy bridging over the Suswá and Song rivers, was made under the orders of the Government of the North-Western Provinces and Oudh, and the result proved that the Motichur Valley route was out of the question, owing to the steep and reverse grades required, and that the general alignment of the Dehra Dun Railway Association was the best and most practicable; at the same time it was shown that the tunnelling at Hardwar could be reduced to a length of about 2,200 feet.

A survey for finally locating the line was commenced in January 1897 on behalf of the Hardwar-Dehra Railway Company, who have undertaken to construct it.

At Hardwar, an alignment has since been located involving only about 1,600 feet of tunnelling, and from thence to Dehra, an alignment approximating to that of the Dehra Dun Railway Association line, has been staked out to within 5 miles of the terminus.

Alternative routes, with the object of avoiding the lower crossing of the Suswá river, are under investigation, but owing to the dense jungle and forest, progress is necessarily slow. The length of the proposed railway will be about 34 miles.

Bína-Goona Railway (standard gauge).

Bara-Kotah extension.

15. A further extension to their capital at Kotah, of the Goona-Bara railway already under construction, is projected by the Kotah Darbar, and surveys and estimates have been made accordingly and submitted.

The length is about 42 miles, and estimates have been prepared for both standard and metre gauge, and work out, respectively, to Rs. 35,96,000 and Rs. 29,04,000, or including the cost of rolling-stock in the latter case, to Rs. 34,88,000.

Bengal and North-Western Railway system (metre gauge).

Bhaptiahi-Mansi branch.

16. A survey for a proposed branch from Bhaptiahi station to Mansi, on the north bank of the Ganges opposite Monghyr, with a subsidiary branch from Sihursa to Murliganj, a total length of 85 miles, has been undertaken on behalf of a branch line company, and the field-work is nearly complete.

Sakri-Jainagar branch and Bettiah-Bagha extension (*vid* Singarpur).

Surveys for branches from Sakri to Jainagar, 29 miles, and from Bettiah *viâ* Singarpur to Bagha, 50 miles, have been undertaken by Government, with a view to work being commenced on them if required for purposes of famine relief. The field-work has been completed in each case and the demarcation of the land is in progress.

Surveys are also about to be commenced for branches from Bairagnia to Singarpur *viâ* Raksaul (58 miles) and from Azamgarh to Shahganj, on the Oudh and Rohilkhand State railway, a length of 33 miles, in extension of the Mau-Azamgarh section of the Ganges-Gogra Doab lines already under construction. These projects will also be utilized as famine relief works, if further works are found to be required in the districts concerned.

Bairagnia-Singarpur and Azamgarh-Shahganj branches.

Arsikere-Hassan-Mangalore Railway (metre gauge).

17. The survey of the extension of the Arsikere-Hassan line to Manjarabad and thence to the Western Coast which, owing to the difficult and unhealthy nature of the country on the western ghat had been in progress for nearly two years, has been completed

The result shows that while the alignment as far as Suklaspur would be fairly easy, the works on the ghat section beyond would be so difficult and costly, as to render the project for a through line to Mangalore almost impracticable.

The cost by sections is estimated as follows:

No. I, Arsikere to Hassan, 27 miles, Rs. 19,25,000 or Rs. 71,296 per mile,
No. II, Hassan to Suklaspur, 27 miles, Rs. 22,40,000 or Rs. 82,963 per mile,
No. III, Suklaspur to the Mysore frontier, 25 miles, Rs. 79,15,000 or Rs. 3,16,600 per mile,
No. IV, Mysore frontier to Mangalore, 58 miles, Rs. 65,84,000 or Rs. 1,13,517 per mile,

and the total estimated cost is Rs. 1,86,64,000 for 137 miles, being at the average rate over the whole length of Rs. 1,36,234 per mile.

Though this represents a considerable increase on the first rough estimate mentioned in last year's report, it is understood that the cost of the ghat section is still rather under-estimated than otherwise, and that the rates would probably have to be much enhanced.

South Indian Railway (metre gauge).

18. A preliminary survey has been completed for a proposed extension of the Negapatam branch of the South Indian railway to Nagore.

Negapatam-Nagore extension.

The proposed line starts at the eastern side of the Negapatam station, passes along the wharf, and at the north-east corner of the town bends slightly towards the north-west till it reaches the village of Vellipalliam, 1½ miles, where a station is to be located. From thence it turns to the north-east and runs direct to Nagore (4½ miles).

Assam-Burma Connection Surveys (metre gauge).

19. The results of former surveys for connecting Assam and Burma (i) by a railway from Chittagong *viâ* Akyab and the Aeng Pass to Minhla, and (ii) from Langsoliet (which will be a station on the Assam-Bengal railway) *viâ* the Manipur Valley and Tammu to Wuntho or thereabouts were mentioned in the previous report.

The report of a survey for a third possible route from Ledo (the terminus of the Dibru-Sadiya railway) *viâ* the Patkoi Pass and Hukong Valley to Mogaung, which was completed at the close of the previous year and also referred to, has been submitted, and proves, as was expected, that this is the most feasible route of the three examined.

The lengths on which very heavy and moderately heavy works would be required were found to be much less than in the former cases, and the dividing range would be passed in a tunnel 5,000 feet long, at a level of about 2,850 feet. The total length by this route would be 284 miles, and the estimated cost is Rs. 3,83,00,000 or an average of Rs. 1,35,000 per mile.

The country passed through is wild and unproductive throughout, but for a considerable portion of the length along the Hukong Valley is capable of being opened up and cultivated.

Burma Railways (metre gauge).

20. A survey for a proposed branch from Sagaing to Mônywa and Alôn, on the Chindwin river, has been carried out, and it is expected that the plans and estimates will shortly be ready for submission. The object of the line is to catch the traffic of the Chindwin at some point above the dangerous and difficult navigation of the lower reaches below Mônywa. As the result of a previous reconnaissance carried out earlier in the year, it is understood that the alignment will be through rich and well populated country, and can, for the most part, follow the surface with grades of 1 in 100, and that the bridging of the Mu river, which will have to be crossed, presents no special difficulties.

Sagaing-Monywa-Alon survey.

A survey is in progress for a proposed extension from Thibaw, on the Mandalay-Kunlon line now under construction, southwards towards Moné. A good alignment has been obtained up to the Salween watershed (55 miles), the staking out of which will be completed this season, and a "paper" line has been obtained for the descent from thence to the Southern Shan Plateau. A reconnaissance made as far as Kehsi-Mansam (85 miles) shows that there are no serious difficulties to be faced, once the ascent to the watershed and the descent on the further side have been overcome.

Thibaw-Mone survey.

Rohilkund and Kumaon Railway (Company's section) (metre gauge).

21. A survey for an extension from Kichha, on the Company's section, to Kashipur, a total length of about 40 miles, is in progress, and about 13 miles have been located.

Kichha-Kashipur extension.

Bengal Dooars Railway (metre gauge).

22. Surveys have been completed, and plans and estimates prepared and submitted by the Bengal Dooars Railway Company for a branch from Dam Dim to Bagrakote, 6¾ miles, and an extension from thence, of 3½ miles, up the Lish river gorge to a point within about one mile of the Daling coal-fields, with which it is proposed to connect by a wire rope-way. The works on the first section from Dam Dim to Bagrakote are comparatively light, and, including rolling-stock, are estimated to cost about Rs. 5,78,000 or Rs. 85,630 per mile. On the second section, from Bagrakote to the Daling coal-fields, which is more in the nature of a siding for the purposes of the colliery, the works will be somewhat heavier, and the estimated cost for 3½ miles is Rs. 3,20,000 or Rs. 98,462 per mile. The rope-way is expected to cost about Rs. 20,000 in addition.

Western extension.

A project has also been submitted for a line from Mal Bazar towards Hantupara, 46 miles, in order to serve and open up some important tea districts, with a possible further extension to the Torsá river if subsequently found desirable. The alignment generally is over undulating country and has to cross some considerable rivers, such as the Murti, Jaldaca, and Daina. Plans and estimates have been completed by the Company, which show that the probable cost would be about Rs. 31,38,000, including cost of rolling-stock or Rs. 68,217 per mile.

Eastern extension.

Bhávnagar-Gondal-Junágarh-Porbandar Railway (metre gauge).

23. A project for a branch line from Botad to Barwalla, a distance of about 14 miles, has been submitted to the Bhávnagar Darbar for consideration.

Botad-Barwalla branch.

A trial survey for a line from Wadhwán Junction to Drangadhra, a distance of about 21 miles, is being undertaken at the request of His Highness the Raja of Drangadhra, who is desirous of constructing this railway in order to open up his territory.

Wadhwan-Drangadhra branch.

A preliminary survey for a line from Verával to Sasan, in the Junágarh State Gir forests, chiefly for wood-fuel and other forest produce, has been made at the request of the Junágarh Darbar, and an estimate has been submitted to them with a report on the country and the route traversed.

Veraval-Sasan branch.

Bársi-Pandharpur Railway Survey (2′ 6″ gauge).

24. A survey has been carried out by Government for a proposed railway from Bársi to Pandharpur, which would be an extension of the line lately constructed by the Bársi Light Railway Company from Bársi Road to the town of Bársi. The field-work has been completed, and earthwork is now being thrown up as a famine relief work.

The line is an easy one, and no important rivers are crossed.

Cooch Behar Railway (2′ 6″ gauge).

Santrabari extension.

25. A survey for the extension of the Cooch Behar railway from Cooch Behar *viá* Alipore to Sántrabari, a distance of about 31 miles, has been carried out by the Cooch Behar state Engineer, and plans and estimates prepared and submitted. The alignment selected lies for the most part on or alongside the existing road, and for the first section of 11 miles to Alipore is through easy country, fairly populous and well cultivated. On the remaining portion, the country is rougher and there is less cultivation. The terminus will be on the right bank of the Jhainti river, beyond which is a considerable area of tea plantations.

It is considered that an alignment avoiding the road and distinct from it would be more favourable, and this will be investigated if construction is sanctioned. The proposals are now under consideration by the Cooch Behar Darbar. The estimated cost on the more favourable alignment is about Rs. 7,60,000 or Rs. 24,516 per mile.

Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction.

26. Statement No. 6 on pages 40 to 44 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT No. 6.

Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
A		Miles.	Rs.	
Agra-Delhi Chord	Standard	121	96,00,000	Under survey.
Ait-Kanch	2' 0"	9	77,000	Reconnoitred in 1895-96.
Akola-Hingoli	Metre	56	22,25,000	Reconnoitred.
Allahabad-Fyzabad	Standard	99	1,15,00,000	Not surveyed.
Ammayanáyakanúr-Kuruvanuth	Metre	70	45,00,000	Ditto.
Amritsar-Tarn Taran-Sarhali	Standard	25	15,00,000	Reconnoitred.
Arcot-Ranipet	,,	7	5,75,000	Surveyed in 1895-96. Further survey in hand.
Arsikere-Hassan-Mangalore	Metre	137	2,05,70,000	Surveyed in 1895-96.
Assam-Burma Connection (Hukong Valley)	,,	284	3,83,00,000	Ditto.
Azímganj-Bhagwangola-Berhampur	Standard	25	48,00,000	Not surveyed. Alternative to the Ránaghat-Bhagwangola line.
B				
Baidyanáth-Nawada	Standard	75	60,00,000	Surveyed in connection with the Western Bengal project.
Bairagnia-Singarpur	Metre	58	23,20,000	Under survey.
Bara-Kotah	Standard	42	35,96,000	Surveyed in 1895-96.
	Metre		34,88,000	
Bareilly-Soron	Metre	63	53,50,000	Surveyed.
Baroda-Godhra Chord	Standard	44	34,12,000	Surveyed in 1895-96.
Bársi-Pandharpur	2' 6"	32	16,00,000	Under survey.
Bassein-Henzada	Metre	86	53,00,000	Partially surveyed.
Bausi-Ahmadpur	Standard	78	77,15,000	Surveyed.
Begámsarai-Rowsara	Metre	14	5,50,000	Not surveyed.
Bettiah-Bagha *viá* Singarpur	,,	50	20,00,000	Under survey.
Bezwada-Jaggiapett	Standard	54	43,50,000	Not surveyed.
Bezwada-Masulipatam	,,	44	53,25,000	Surveyed.
Bhágalpur-Bausi-Baidyanáth	,,	71	73,97,000	Under survey.
Bhagwangola-Katihár	Metre	120	1,60,00,000	Ditto.
Bháptiáhi-Mansi	,,	85	40,00,000	Ditto
Bickaneer-Bhátinda	,,	201	50,00,000	Under survey. A commencement has been made by the Darbar on the Bickaneer-Khari section as a famine relief measure.
Botad-Barwalla	,,	14	9,00,000	Reconnoitred.
Burdwan-Cutwa	Standard	34	38,56,000	Surveyed in 1896-97.

STATEMENT No. 6—*contd.*

***Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction*—contd.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	Remarks.
		Miles.	Rs.	
C				
Chakardharpore-Ranchi-Lohardaga	2' 6"	110	31,00,000	Not surveyed.
Châlisgaon-Dhulia	Standard	40	30,00,000	Under survey.
Calicut-Cannanore	„	59	90,75,000	Surveyed in 1894-95.
Chandausi-Gajrala	„	44	22,50,000	Surveyed.
Chánga Mánga-Chunian-Pakpatan	„	80	40,00,000	Not surveyed.
Cooch Behar-Sántrabari	Metre	31	7,60,000	Surveyed in 1895-96.
Cutwa-Ahmadpore	Standard	32	32,00,000	Surveyed in connection with the Western Bengal project.
D				
Daling Coal-fields-Dam Dim	Metre	11	9,18,000	Surveyed in 1895-96.
Daltonganj-Chandil	Standard	190	1,90,00,000	Surveyed.
Deesa-Umarkot	„	284	3,55,00,000	Alternative to the Petlád-Wadhwán-Jungshahi line.
Dehree-Daltonganj	„	70	66,00,000	Surveyed.
Dhubri-Gauháti	Metre	158	2,50,00,000	Reconnoitred in 1894-95.
Dudhwa-Rámnagar Ghat	„	25	10,00,000	Not surveyed.
E				
East Indian Railway Grand Chord	Standard	276	3,63,00,000	Surveyed. The Moghal Sarai-Gya section is now under construction.
F				
Feni-Noakhali	2' 6"	27	5,50,000	Not surveyed.
G				
Gháziabad-Moradabad	Standard	87	82,30,000	Surveyed in 1895-96.
Gogra Ghát-Sitapur	Metre	58	25,00,000	Not surveyed.
Gorakhpur-Bagha	„	47	19,00,000	Not surveyed.
H				
Harpálpur-Nowgong	2' or 2' 6"	19	4,00,000	Under survey.
Harpálpur-Rath	„	27	5,50,000	Ditto.
Hooghly-Cutwa	Standard	65	68,11,000	Surveyed in 1896-97.
Hyderabad-Kurnool	Metre	168	1,40,00,000	Not surveyed.
I				
Itársi-Betul-Chindwara	Standard	150	1,20,00,000	Not surveyed.
J				
Jeypore-Sewai Madhupore	Metre	100	52,00,000	Surveyed.
Jubbulpore-Gondia	Standard	135	1,90,00,000	Reconnoitred.
Jullundur-Hoshiárpur	„	25	20,00,000	Reconnoitred. Under survey.

STATEMENT No. 6—*contd.*

***Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction*—contd.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
K		Miles.	Rs.	
Kala-ki-Serai-Sultanpur-Srinagar (Kashmir)	Metre	202	2,45,00,000	Surveyed.
Kalka-Simla	,,	69	1,05,00,000	Surveyed in 1894-95.
Katania-Rámnagar Ghat	,,	7	3,00,000	Not surveyed.
Khúrja-Garmuktesar	Standard	44	20,00,000	Reconnoitred.
Kichha-Kashipur-Rámnagar	Metre	45	20,00,000	Under survey.
Kinu-Kahbwet	,,	25	10,00,000	Not surveyed.
Kissengunge-Kotchandpur-Magura	2' 6"	50	10,00,000	Ditto.
Kissengunge-Titalya-Siliguri	Metre	55	25,00,000	Ditto. Alternative to the Saidpur-Titalya line.
Kola-Chandrakona	2' 6"	38	8,00,000	Not surveyed.
Kotah-Ajmere	Standard	100	80,00,000	Ditto.
Kurjet-Uran Salt-fields	,,	15	12,00,000	Ditto.
Kurnool Road Branch	Metre	32	11,32,000	Surveyed.
L				
Lálmanirhát-Deomonihát	Metre	69	24,00,000	Surveyed in 1895-96.
Ludhiána-Ferozepore	Standard	76	44,00,000	Ditto in 1893-94.
Ludhiána-Tohána	,,	84	29,40,000	Under survey.
M				
Madura-Pámban	Metre	100	42,00,000	Surveyed in 1894-95.
Mal Bazar-Hantupara	,,	46	31,38,000	Surveyed in 1895-96.
Mári-Bannu	Standard	100	1,09,00,000	Surveyed.
Máyavaram-Tranquebar	Metre	15	6,75,000	Reconnoitred.
Meerut-Garmúktesar	Standard	29	17,62,000	Surveyed in 1895-96.
Meerut-Hapur	,,	20	10,97,000	Ditto. Alternative to above.
Meiktila-Myingyan	Metre	56	26,75,000	Surveyed.
Midnapore-Jherriah Coal-fields	Standard	142	1,20,00,000	Under reconnaissance.
Mogalhát-Dhubri	Metre	40	60,00,000	Under survey. Alternative to the Rungpore-Dhubri line.
Moradabad-Rámnagar	Standard	47	25,00,000	Surveyed.
Magra-Bhagwangola	,,	102	1,27,00,000	Alternative to the Rámaghat-Bhagwangola line.
Mysore-Fraserpet.	Metre	52	25,00,000	Not surveyed.
N				
Nágdá-Bara-Madhupore-Muttra	Standard	356	3,50,69,000	Surveyed in 1895-96.
Naini Tál-Káthgodám	2' 0"	13	12,00,000	Examined.
Nanjangúd-Calicut	Metre	155	1,00,00,000	Partially surveyed.
Nanjangúd-Erode	,,	109	62,00,000	Ditto.
Nattore-Rampore Beaulia	,,	22	8,14,000	Surveyed in 1895-96.

STATEMENT No. 6—*contd.*

***Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction*—contd.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
N—*concld.*				
Negapatam-Nagore	Metre	4½	3,00,000	Reconnoitred.
Nelphamári-Joygunge	„	8	2,50,000	Surveyed. Alternative to part of Saidpur-Titalya line.
Nílgiri extension to Ootacamund	„	12	15,00,000	Under survey.
Nowshera-Mardan	Standard	25	20,00,000	Not surveyed.
Nusseerabad-Kekri	Metre	35	9,00,000	Surveyed.
P				
Pakour-Dhoolian	Standard	8	6,50,000	Not surveyed.
Pundooah-Kulna	Metre	26	16,00,000	Alternative to the Hooghly-Cutwa project.
Petlád-Wadhwán-Jungshahi	Standard	380	4,75,00,000	Not surveyed.
Phulbári-Samjhia	Metre	13	4,42,000	Surveyed in 1895-96.
Pilibhit-Barm Deo	„	40	16,00,000	Not surveyed.
Bódanúr (or Palghat)-Dindigul	Standard	107	85,00,000	Ditto.
Porto Novo-Salem	„	116	86,00,000	Ditto.
Prome-Magwe-Meiktila	Metre	176	1,13,00,000	Ditto.
Purulia-Ranchi	Standard	75	1,50,00,000	Ditto.
R				
Raeganj-Lahirihat-Atwari	Metre	53	28,00,000	Not surveyed. Alternative to the Kissengunge-Siliguri line.
Raipur-Vizianagrám	Standard	300	3,60,00,000	Partially surveyed.
Rampore Beaulia-Katihár	Metre	130	80,00,000	Under survey. Alternative to the Bhagwangola-Katihár line.
Ránaghat-Bhagwangola	Standard	85	1,07,00,000	Under survey.
Rewári-Phulera, with Kuchaman Road branch	Metre	130	52,00,000	Reconnoitred.
Rungpore-Dhubri	„	50	75,00,000	Under survey.
S				
Sábarmati-Dholka	Metre	32	11,71,000	Surveyed.
Sábarmati-Ahmedabad-Dholka	Metre	33	11,97,000	Surveyed. Alternative to above.
Sagaing-Mônywa-Alôn	„	72	37,50,000	Reconnoitred. Under survey.
Saidpur-Titalya	„	66	29,84,000	Surveyed in 1895-96.
Sakri-Jainagar	„	29	10,00,000	Under survey.
Salem-Dindigul	Standard	60	60,00,000	Not surveyed.
Sambalpur-Khurda, with branch to Raipur	„	350	3,65,00,000	Surveyed.
Shahdara-Saháranpur	„	98	75,00,000	Not surveyed.

STATEMENT No. 6—*concld.*

***Railways which have been surveyed, reconnoitred, or proposed, but have not been finally sanctioned for construction*—concld.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	Remarks.
S—*concld.*		Miles.	Rs.	
Shadipalli-Bálotra	Metre	206	77,52,000	Surveyed in 1895-96.
Sihor-Palitana	,,	15	5,20,000	Surveyed.
Shikohabad-Farukhabad	Standard	66	31,50,000	Surveyed in 1896-97.
Shoranur-Cochin	,,	64	91,76,000	Surveyed in 1894-95.
Siliguri-Daling Coal-fields	Metre	20	13,00,000	Not surveyed. Alternative to the Daling coal-fields-Dam Dim line.
Siliguri-Naxalbari	2' 0"	15	13,46,000	Reconnoitred.
Singia-Madaripur-Chandpur	Standard	82*	1,03,00,000	Under survey.
T				
Thibaw-Monè	Metre	160	1,50,00,000	Under survey.
Thônzê-Henzada	,,	26	25,00,000	Not surveyed.
Tilágáon (or Hingajea)-Sylhet	,,	35	35,00,000	Ditto.
Tinnevelly-Quilon	,,	103	1,01,62,000	Surveyed in 1894-95.
U				
Uska Bazar-Tulsipur-Jhanva	Metre	66	26,00,000	Not surveyed.
V				
Verával-Sasan	Metre	30	15,00,000	Reconnoitred.
Vizianagram-Párbatipur	Standard	60	46,00,000	Surveyed in 1895-96.
W				
Wadhwán-Dhangadhra	Metre	21	6,62,000	Surveyed in 1895-96.
Warora-Chanda-Warangal	Standard	187	1,71,00,000	Partially surveyed.

* Singia to Behdarganj. The length of the proposed ferry to connect Behdarganj and Chandpur will be 18 miles.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist, and the general depths reached at the end of the year 1896, are given below:

Kurhurbaree.

	Feet.		Feet.
2 "Jubilee" pit. Winding coal	650	Bitagarha. Up cast, winding coal	252
23 D. Down cast, pumping and drawing coal	429	Sariabad. Down cast, winding coal	231
17 B. Down cast, drawing coal	295	23 E Sunk to lower seam	200
40 worked out	204	17 A Incline. Down cast, hauling coal	60
23 Up cast	106	17 Incline worked out	200
2 C Up cast, winding coal	156	23 B Shaft. Up cast, hauling coal	320
2 D. Down cast	182	23 D Incline. Down cast, hauling coal	80
7 Jogitand. Up cast, pumping and winding coal	275	Bhalmoritand. Down cast, winding coal	244
1 Jogitand. Up cast, winding coal	178	Jektiabad. In course of sinking	150
5 Jogitand. Down cast	125		

Serampore.

	Feet.		Feet.
16 A. Down cast, pumping and drawing coal	344	42 D. Down cast, drawing coal	83
21 A. Up cast, drawing coal	279	42 A, worked out	155
18 Up cast	100	Hekta pit. Auxiliary to 1 Kamaljore	168
25 Down cast, pumping and drawing coal	199	1 Kamaljore. Down cast, drawing coal	176
		2 Kamaljore. Up cast, drawing coal	176
		Central pit commenced to drive out	486

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	5,291†	344,172	45,120	53,056	442,348	84†
1896	5,853	393,964	34,570	45,290	473,824	81

From the slack, 18,945 tons of coke were manufactured.

The capital outlay on the collieries to the 31st December 1895 amounted to Rs. 10,78.250, and the expenditure during the year to Rs. 36,876, making a total outlay to the 31st December 1896 of Rs. 11,15,126.‡

The total receipts at the sanctioned issue rates were Rs. 7,39,693, and the charges, including sinking fund, Rs. 8,13,944, thus showing a net loss of Rs. 74,251.

Eight thousand six hundred and forty-four tons of surplus coal and coke were sold to the public, the amount realized being Rs. 32,582. The cost on the net output was Rs. 1-13-1 per ton.

At the "Jubilee" pit, a boiler chimney, a pair of direct acting winding engines and a 50 feet pit head framing have been erected, and are now at work, shaft has been unwatered and 280 feet of gallery driven, 3,000 feet remaining to be driven to connect with the Sariabad mines.

* All coal which will not pass through a ¾" mesh is classed as large coal.
† Revised figures.
‡ This outlay is made up of the purchase money, Rs 3,05,154, which represented half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

Galleries have been commenced at the "Central" pit at Serampore. The seam at this mine is 23½ feet in thickness and of good quality throughout.

At the "Bhalmoritand" pit at Kurhurbaree, coal was struck at 235 feet. The thickness of the coal (lower seam) is 9 feet.

The connection line between Serampore and Kurhurbaree has been completed and is a great convenience in every respect.

There are twenty-two ponies working under ground.

The fire at Serampore has been kept under control.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	3	9	3	9	1,764*	1,764*	147,116*	147,116*	114,724	114,724
1896 . . .	4	23	4	23	1,464	1,464	118,456	118,456	98,491	98,491

Makum Collieries.

2. The Assam Railways and Trading Company now work three collieries, *viz.*, Ledo Valley (with 2 mines), Upper Ledo and Tikak, and arrangements are being made to open out another colliery with 2 mines at Namdang. The output of coal during 1896 was 176,436 tons against 172,661 tons in the previous year. It is largely used by ocean and inland steamers, railways, mills and factories, the demand being far in excess of the present outturn.

The capital outlay on the collieries to the 31st December 1895 amounted to Rs. 26,81,649, and the expenditure during the year to Rs. 2,07,117, making a total outlay to the 31st December 1896 of Rs. 28,88,766.

Petroleum in Assam.

3. The drilling operations at Makum have not made much progress during the year; oil not having been found in any workable quantity. The total amount of oil extracted during the year was 1,340 gallons. Some 9 wells in all have been drilled, and operations are still being carried out.

At the Digboi field, there are in all 15 bore holes of depths varying from 662 to 1,346 feet. Of these, one was abandoned, while of the others, 10 are now yielding oil. The total amount of crude oil extracted during the year was 235,230 gallons. The new refinery which has been erected at Margherita commenced its experimental operations with very satisfactory results, a good quality of kerosine oil and first class paraffine wax having been put on the market or utilized by the Company.

The capital outlay on the Company's petroleum works to the 31st December 1895 amounted to Rs. 8,87,349, and the expenditure during the year to Rs. 2,53,411, making a total outlay to the 31st December 1896 of Rs. 11,40,760.

Warora Colliery.

4. This colliery, which is worked by Government, has the following seven shafts of depths and uses as under:

	Feet.	
Pit No. 1 . . .	245	Pumping.
Pit No. 2 . . .	215	Winding.
Pit No. 3 . . .	239	Pumping.
Pit No. 4 . . .	181	Winding.
Pit No. 5 . . .	174	Winding.
Pit No. 6 . . .	102	Ventilating.
Pit No. 9 (new) . .	170	Ventilating.

* Revised figures.

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	883	84,643	16,740	101,383	115
1896	779	99,462	22,181	121,643	156

The increase of 20,260 tons in the total output is, it is explained, due to larger demands of mills and other customers, as well as of the Great Indian Peninsula railway during the year.

The capital outlay on the colliery up to the 31st December 1895 amounted to Rs. 20,17,369, and as the capital transactions of the year resulted in a credit of Rs. 1,01,046, the outlay on the 31st December 1896 was reduced to Rs. 19,16,323.

The receipts during the year amounted to Rs. 5,43,191 and the expenditure to Rs. 3,74,785, thus showing a net profit of Rs. 1,68,406, equivalent to a return of 8·79 per cent. on the capital outlay.

The Great Indian Peninsula railway was supplied with 58,098 tons of Warora coal during 1896 against 50,007 tons in the previous year.

The other sales during the year are briefly detailed below:

	Tons.
Empress mills, Nágpur	17,007
Hinganghat Mill Company	5,185
Berar Manufacturing Company	4,972
Other customers	24,888

The price of coal sold to the Great Indian Peninsula railway was as in the previous year Rs. 4-8-0 a ton at pit's mouth, and the average selling price for all customers and to the colliery was Rs. 4-9-8 per ton.

During the year 2,497½ tons of fire-clay were raised for manufacture of bricks and tiles.

The receipts during the year from bricks and tiles amounted to Rs. 52,077 and the expenditure to Rs. 40,113.

No boring work was done during the year.

There was no very serious outbreak of fire in the mines.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	1	6†	1	6	883	883	101,383	101,383	84,643	84,643
1896 . . .	3	5†	3	5	260	260	40,548	40,548	33,154	33,154

The fatal accidents during the year were caused by falls of roof and side coal and by the breaking off of the iron rope from the bucket worked in the pump and consequent falling of the iron wires.

* All coal which will not pass through a ½″ mesh is classed as large coal.

† Excluding slight accidents.

Mohpáni Colliery.

5. This colliery is worked by the Nerbudda Coal and Iron Company, Limited.

The several shafts and other entrances in use are as under:

	Depth. Feet.
Helen pit.—Main pumping shaft	400
No. 1 staple.- South river workings, fan shaft	170
No. 2 drift.—South river workings, hauling incline slope	275
No. 3 drift.—South river workings, hauling incline slope	150
No. 3 drift.—Old fire workings, hauling incline slope, self-acting	165
Gothic drift and staple.—Furnace shaft	30
No. 24 sinking.—New field	123
No. 34 trial staple.—New field, coal is at 80 feet	34
No. 38 trial staple.—New field, coal is at 72 feet	58½

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
Previous year	719	21,393	30
1896	653	19,542	30

The capital outlay on the colliery up to the 31st December 1895 amounted to £127,769, and the expenditure during the year to £6,329,* making a total outlay to the 31st December 1896 of £134,098*.

The No. 24 shaft sinking was deepened from 81 feet to 123 feet and 12 feet into No. 2 seam. Some further proving of No. 1 seam was effected.

A deep fault was met with in the No. 24 shaft, No. 1 seam winnings, and borings were put down to prove it.

No new borings were put down at the new coal fields, but two or three were prosecuted at the old mines without success.

The working out of the old mines, which lie mostly under the river, has now for three years been suspended during the rainy season. The strata have been kept strong enough by working on the packing up system to prevent all inrushes of water, but the conditions are not good enough to allow risking active working during the rains.

The Mohpani branch of the Great Indian Peninsula railway was extended during the year to the new coal fields.

The output of the year was disposed of as shown below:

	Tons.
Sold to railways	11,787
Sold to mills, presses, etc.	5,139
Colliery consumption	2,773
Stock	—157
Total	19,542

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	...	23	...	23	...	...	...	...	...	...
1896	1	15	2	15	653	326	19,542	9,771	19,542	9,771

* These figures are approximate and subject to modification.

Umaria Colliery.

6. This colliery which is worked by Government consists of pits and inclines. The general depths reached at the end of the year were:

		Feet.
Pit No. 1	Shaft for water-supply to the station (steam power)	123
Pit No. 2	Up cast, ventilating shaft also pumping shaft	131
Pit No. 3	Down cast, drawing coal	117
Pit No. 4	Down cast, pumping shaft	286
Pit No. 5	Up cast, pumping shaft	192
Pit No. 6	Down cast, drawing coal	93
Pit No. 7	Up cast, in course of sinking	145
Pit No. 8	Down cast, in course of sinking	60
Incline No. 1	Travelling road for workmen	181
Incline No. 2	Haulage road for coal	216
Incline No. 3	Travelling road for workmen and for ventilation	216
Incline No. 4	Haulage road for coal	281
Incline No. 5	Haulage road for coal	143
Incline No. 6	Travelling road for workmen and for ventilation (in course of driving)	90

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Large coal.*	Small coal.	Total.	Number of tons raised per person employed.
		Tons.	Tons.	Tons.	Tons.
Previous year	1,208	86,951	31,555	118,506	98
1896	1,707	77,792	37,594	115,386	68

The decrease of 3,120 tons in the total output was due to the abandonment of broken work reserved for final operation.

The capital outlay on the colliery to the 31st December 1895 amounted to Rs. 10,78,863, and the expenditure during the year to Rs. 88,911, making a total to the 31st December 1896 of Rs. 11,67,774.

The receipts during the year amounted to Rs. 3,79,429 and the expenditure to Rs. 3,80,865, thus showing a net loss of Rs. 1,436.

The sales during the year are briefly detailed below:

	Large coal.	Screened nut coal.	Slack coal.	Smithy or screened dust.	Unscreened dust.	Dust.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway	43,482	634	...	...	...	...	44,116
Great Indian Peninsula railway	20,680	7,386	...	...	...	...	28,066
Bengal-Nágpur railway	3,863	...	...	...	...	...	3,863
Other customers	9,800	12,791	479	590	3,905	148	27,713
Coal used in boiler	...	2,796	7,299	45	56	...	10,196
Total	77,825	23,607	7,778	635	3,961	148	113,954

There was an outbreak of cholera in the month of February 1896 which disorganised labour and interfered with the successful raising of coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	3	19	3	19	403	403	39,502	39,502	28,983	28,983
1896	1	9	1	9	1,707	1,707	115,386	115,386	77,792	77,792

* All coal which will not pass through a 1" mesh is classed as large coal.

Coal fields at Telanpali near the Eeb river.

7. In the last report it was stated that work on the trial shaft in connection with the Bengal-Nágpur railway at Kadobahal near the Eeb river was stopped at 65 feet. No further experiments were made. An estimate amounting to Rs. 6,600 for coal boring was sanctioned by Government against which no expenditure has as yet been incurred. A diamond drill boring is to be made.

The total amount sanctioned for expenditure on block account is Rs. 20,400. The capital outlay to the 31st December 1895 amounted to Rs. 8,983, and as the capital transactions of the year resulted in a credit of Rs. 2,198, the outlay on the 31st December 1396 was reduced to Rs. 6,785.

Singareni Colliery.

8. This colliery is worked by the Hyderabad (Deccan) Company, Limited. The colliery consists of—

	Depth. Feet.
No. 1 Incline	400
No. 6 Pit	400
No. 13 Pit	187
No. 14 Pit	181
No. 15 Pit	150
"Batten" Pit	395

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Slack and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	4,434	210,898	55,651	26,362	292,914	66
1896	5,832	...	...	...	262,681	45

The sales during the year are briefly detailed below:

	Tons.
Great Indian Peninsula railway	50,000
East Coast State railway	27,000
Madras railway	30,000
Southern Mahratta railway	33,990
South Indian railway	10,000
Bombay, Baroda and Central India railway	24,075
The Nizam's Guaranteed state railway	18,785
Other customers	51,350
Total	245,200

The output in 1896 was 30,233 tons less than in 1895, owing to breaches on the Nizam's Guaranteed state railway which prevented coal being despatched and on account of commercial restrictions; but the slight retrogression has had no relationship to the producing capabilities of the collieries, which have been considerably increased.

Arrangements have now been made with the Great Indian Peninsula and Nizam's Guaranteed State Railway Companies which enables Singareni coal to compete in the Bombay market, and 84,650 tons have already been sold there; this ensures a ready market for a very much larger output than has hitherto been obtained.

The underground workings of the collieries which are entirely prosecuted in the "King" seam of coal, have been largely extended during the year, and exploration headings have been pushed well in advance of the general

* All coal which will not pass through a $\frac{3}{4}$" mesh is classed as large coal.

body of faces. In all the special headings, coal of the very best quality has been proved, and this has been especially patent in those driven towards the "deep" of the coal-field.

During the year, provision has been made for considerably increasing the output of the collieries, and to this end the "Batten" pit has been located and sunk further to the deep of the coal-field. This shaft is 15 feet diameter in the clear and is 395 feet in depth to the foot of the "King" seam, which at this point has proved of good thickness and excellent quality. The mine has been equipped to raise 1,200 tons daily, and from its position commands large areas of coal. It is anticipated that this pit will shortly be contributing a large proportion of the general output of the collieries.

To the north-west of the present group of mines, the No. 6 pit has also been sunk to the "King" seam at a depth of 400 feet from the surface. The coal is of good quality and winning out headings are being driven as rapidly as possible to open out and develop the workings.

The ventilation of the colliery is established by the employment of a 12 feet diameter Schiele fan, which is driven by one of a duplicate pair of high pressure engines. This fan is capable of ventilating more than double the present working area.

Much has been effected in the way of improvements for the welfare of the workpeople: houses of an improved type are being erected, and arrangements have been made to secure an abundance of good water and good wholesome food, so that it is probable there will be little difficulty in settling ample labour on the field for all requirements.

The demand for Singareni coal has of late so much increased that further development of the colliery is necessary, and it has been decided to commence sinking one if not more additional pits at once.

The following table shows the number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	5	6	5	6	887	887	58,583	58,583	42,180	42,180
1896 . . .	8	9	8	9	729	729	32,835	32,835	...	...

Dandot Colliery.

9. This colliery is worked in connection with the North Western State railway.

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	1,906	46,171	*3,389	16,795	66,355	35
1896	2,063	49,896	2,508	22,617	75,021	36

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1895 amounted to Rs. 4,84,479, and the expenditure during the year to Rs. 1,120, making a total outlay to the 31st December 1896 of Rs. 4,85,599.

*All coal which will not pass through a ¾" mesh is classed as large coal.

The receipts during the year amounted to Rs. 6,28,746, and the expenditure to Rs. 5,49,888, thus showing a net profit of Rs. 78,858, equivalent to a return of Rs. 16·24 per cent. on the capital outlay.

The net profits of the undertaking from the commencement of operations to the end of 1896, credited to block account, amounted to Rs. 1,18,413, leaving Rs. 3,67,185 at the debit of the colliery.

There is only one coal seam and it lies at an elevation of about 2,000 feet above sea level in the Salt Range.

The seam varies in thickness from 1′—6″ to 5 feet, the average being about 2′—9″.

The strata in which the seam lies consist of soft friable clay shales, which, owing to their rapid disintegration on exposure to air, make the maintenance of the mine somewhat costly and troublesome.

The coal is worked by means of level or inclined tunnels driven into the hill sides, and is at present being extracted at three mines namely:

South or outcrop mines.
Main mine.
Pidh mines.

The coal is taken from the various mines to the Dandot station on the North Western State railway by means of steam tramways and inclines with a gauge of 2 feet.

The Pidh mines are not directly connected with the tramways, the coal being at present carried about one mile from the mines to the tramway by pack animals.

The sales during the year 1896 are briefly detailed below:

	Large coal.	Screened nut coal.	Slack coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway.	49,207	1,927	...	51,134
Other departments of the North Western State railway.	543	20	5,797	6,360
General public and foreign railways . . .	143	561	15,094	15,801
Colliery works	...	...	1,726	1,726
Total .	49,896	2,508	22,617	75,021

The sale of dust coal amounted to 22,617 tons and this shews an important development. This is not, however, likely to continue, a large proportion of this year's sales being due to brick burning by the Mári-Attock railway.

The supply of labour continues to be a difficulty at the colliery; during the hot season of the year, many of the miners, who are landowners, go away to attend to their field work.

No exploration for coal of any magnitude was undertaken during the year.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident	Per death.	Per fatal accident.	Per death.
Previous year . .	1	24	1	24	1,906	1,906	66,355	66,355	46,171	46,171
1896 . . .	2	22	2	22	1,031	1,031	37,511	37,511	24,948	24,948

Bhaghanwala Colliery.

10. This colliery is worked in connection with the North Western State railway.

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	944	3,178	266	2,693	6,137	7
1896	680	2,143	329	1,521	3,993	6

The decrease of 2,144 tons in the total output was due to the stoppage of some mines until the opening of the tramway was opened.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,13,003. The capital outlay to the 31st December 1895 amounted to Rs. 5,40,403, and the expenditure during the year to Rs. 1,12,307, making a total outlay to the 31st December 1896 of Rs. 6,52,710. To this was added the loss on working which to the end of 1896 amounted to Rs. 86,824, thus raising the total amount at debit of block account of the colliery to Rs. 7,39,534.

The receipts during 1896 amounted to Rs. 30,894 and the expenditure to Rs. 51,827, thus showing a loss of Rs. 20,933.

The colliery is situated in the Salt Range about 1,800 feet above sea level, and about 20 miles east of the Dandot colliery.

There is only one coal seam, which is of an average thickness of about 4 feet.

The seam lies in parts nearly level, and in parts is tilted up at an angle of 45° from the horizontal.

It is worked solely by horizontal tunnels driven into the side of the hill.

The coal is of a very friable nature and liable to spontaneous combustion.

The coal is sent down from the mines by means of steam tramways and a self-acting incline with a gauge of 2′ 6″ to the Bhaghanwala station, North Western State railway.

The sales during the year are briefly detailed below:

	Large coal.	Screened nut coal.	Slack coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway.	2,143	329	...	2,472
Other customers	...	...	1,187	1,187
Colliery works	...	...	334	334
Total . . .	2,143	329	1,521	3,993

The exploratory work which has been undertaken by means of drifts and boreholes, has up to date been of a somewhat disappointing nature.

* All coal which will not pass through a ¾″ mesh is classed as steam coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	...	1	...	1	...	...	...	...	...	...
1896	...	8	...	8	...	...	..	...	...	...

Khost Colliery.

11. This colliery is worked in connection with the North Western State railway.

The colliery at present consists of mainways and adits; of these all are now practically worked out except Nos. 3, 4, 12 and Takrai dips on which work is going on.

	Feet.
Progress on adit No. 4	1,383
Progress on adit No. 12	280
Progress on Takrai Dip Mainway West	406
Progress on Takrai Dip Mainway East	325

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	352	9,327	791	6,880	16,998	48
1896	427	5,491	719	2,957	9,167	22

The decrease of 7,831 tons in the total output was chiefly due to the small demand made by the Locomotive department for large coal and to there being no large customers for dust coal. Most of the mines were closed in August on account of lessened demand for coal.

The sum originally sanctioned on block account was Rs. 1,00,000, and a further sum of Rs. 50,000 was sanctioned to be met from the profits realized from the working of the colliery.

The capital outlay to the 31st December 1895 amounted to Rs. 1,65,259, and the expenditure during the year to Rs. 18,071, making a total to the 31st December 1896 of Rs. 1,83,330.

The receipts during the year amounted to Rs. 1,27,774 and the expenditure to Rs. 1,27,997, thus shewing a net loss of Rs. 223.

The net profits of the undertaking from the commencement of operations to the end of 1896 credited to the block account, amounted to Rs. 2,30,005 leaving Rs. 46,675 at credit of the colliery.

The sales during the year are briefly detailed below :

	Large coal.	Nut coal.	Small and dust.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway.	5,355	459	...	5,814
Engineering department, North Western State railway.	75	160	11	246
Pressed fuel manufacture	...	...	2,417	2,417
Private sales	43	90	497	630
Colliery works	7	10	20	37
Mushkaf-Bolán railway	11	...	12	23
Total	5,491	719	2,957	9,167

* All coal which will not pass through a ½" mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year . .	1	6	1	9	352	352	16,998	16,998	9,327	9,327
1896 . . .	1	6	1	8	427	427	9,167	9,167	5,491	5,491

Shahrigh Colliery.

12. This colliery which is worked in connection with the North Western State railway, has the following five mainways :

	Feet.
No. 1 Adit mainway, West	553
No. 3 Adit mainway, East	1,035
No. 5 Adit mainway, West	1,167
No. 6 Adit mainway, East	573
No. 6 Adit mainway, West	649

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	230	3,148	180	2,933	6,261	27
1896	212	1,026	72	307	1,405	7

The decrease of 4,856 tons in the total output was chiefly due to the absence of demand from the locomotive department, as also to the mines being closed at the end of May 1896, to enable that department to use up the large stocks of fuel on hand.

The sum sanctioned for expenditure on block account is Rs. 25,000.

The capital outlay to the 31st December 1895 amounted to Rs. 19,972 and as the capital transactions during the year resulted in a credit of Rs. 5,356, the outlay on the 31st December 1896 was reduced to Rs. 14,616.

The receipts during the year amounted to Rs. 20,781 and the expenditure to Rs. 20,957, thus showing a net loss of Rs. 176.

The net profits of the undertaking from the commencement of operations to the end of 1896 credited to the block account amounted to Rs. 12,790, leaving Rs. 1,826 at debit of the block account.

The sales during the year are briefly detailed below :

	Large coal.	Nut coal.	Small and dust.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	1,021	39	...	1,060
Engineering department, North Western State railway	5	31	10	46
Colliery works	...	1	...	1
Mári-Attock railway	...	...	297	297
Private sales	...	1	...	1

* All coal which will not pass through a 1" mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year . .	2	2	2	3	115	115	3,131	3,131	1,574	1,574
1896 . . .	2	3	2	3	106	106	703	703	513	513

Coal mine near Mach.

13. Little work has been done during the past year in the mines near Mach on the Mushkaf-Bolán line of railway, but now that this line is about to be opened, it is probable that the local mining interest will turn their attention to the opening up of mines within this area.

Baluchistan coal mines.

14. The chief areas within which, during the past year, coal mining operations have been carried on, are those included in the Khost and Sharigh mines, the Sor Range mines, and the mines near Mach, in the Bolán.

There are five owners of mines, who under concessions, carry on operations in the Sor Range district.

The octroi receipts for coal passing into the station of Quetta show that about 100,000 maunds have paid dues this year. Of this coal, three-fourths of it is sold to the Commissariat department in the form of coal or patent fuel for use in the barracks at a cost of Rs. 22-8-0 per ton.

No accident of importance has been reported during the year, but it is known that some portions of the Sor Range mines have taken fire and been left to burn themselves out.

Experimental petroleum borings at Sukkur and Kundra.

15. The experimental boring for petroleum oil at Sukkur was carried down to a depth of 1,620 feet, and as no oil was obtained even at this depth operations were stopped.

The trial boring at Kundra was taken down to a depth of 95 feet without result and was then stopped.

Letkonbin Colliery.

16. This colliery is worked by the Burma Coal Company, Limited.

The following table shows the output during 1896 as compared with the previous year:

Year.	Output.		
	Steam coal.	Dust.	Total.
	Tons.	Tons.	Tons.
Previous year	13,759	3,531	17,290
1896	16,435	6,549	22,984

The output has been comparatively small, owing to certain water difficulties, which were due to the seam being worked by inclines from the outcrop, where bad roof with heavy percolation was met with, drowning out the workings. To provide against further percolation in future, a vertical shaft is being sunk through 300 feet of firm sandstone.

The following is a result of an analysis of the coal—

Fixed carbon	55·71
Volatile matter	26·70
Ash	3·48
Moisture	14·11

The moisture is somewhat heavy, but this is proved to decrease at a lower depth, and the percentage of carbon and volatile matter to increase proportionately.

The coal so far supplied has, however, not always been put to this standard, this being due to its having been mostly outcrop coal. When the new deep shaft is in working order, round coal of superior quality only will be supplied; all small and dust will then be carefully extracted and manufactured into briquettes.

Experiments are now being made to utilize the dust (which has so far been treated as refuse, there being only a small sale for it in Rangoon for brickburning) for briquette manufacture.

A briquette machine has been erected, and the experiments with the briquettes produced have proved thoroughly satisfactory in the Company's locomotives and boilers. The Burma railway, after preliminary trials of some twelve tons of these briquettes, ordered a trial lot of 300 tons, and these are now being experimented with.

It is anticipated that, with the increased output from the new vertical shaft now being sunk, and the sales of briquettes made of dust coal which has been hitherto practically a waste product, the revenue of the colliery will be considerably increased, and that the cost of production per ton will also be reduced.

The Burma railway, after special trials of this coal, offered Rs. 10-4-0 per ton for a lot of 100 tons mined at a greater depth than that from which the coal was previously obtained.

Total coal production.

17. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1896.

STATEMENT No. 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1896.

YEARS.	PROVINCES.										
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Madras.	Baluchistan.	Burma.	North-Western Provinces and Oudh.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880—84* . .	5,415,989	...	426,977	16,493	2,100	...	...	...	...	...	5,861,559
1885 . . .	1,123,700	...	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886 . . .	1,186,802	...	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887 . . .	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888 . . .	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889 . . .	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	...	1,946,172
1890 . . .	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,168,521
1891 . . .	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892 . . .	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	..	2,537,696
1893 . . .	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	...	2,562,001
1894 . . .	2,035,934	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895 . . .	†2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	†3,537,820
1896 . . .	3,028,925	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	3,839,018

* The annual output for the years 1880 to 1884 will be found in statement No. 7, page 60 of Part I of the Administration Report for 1895-96.
† Revised figures.

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on state railway stores contracted for in England through the agency of the India Office, during the calendar year 1896, was:

	£
A. Bridge-work	87,482
B. Engineer's plant	22,530
C. Workshop machinery	10,197
D. Permanent-way	364,518
E. Locomotive and rolling-stock	481,736
F. Station materials and fencing	44,109
G. Tools and stores	95,538
TOTAL	1,106,110

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 5,24,171 and Rs. 35,252, respectively.

3. *Cost of establishments at ports.*—The cost to state railways of the establishments maintained at Calcutta and Bombay was:

	Rs.
Calcutta	22,726
Bombay	1,888
TOTAL	24,614

4. *Ships employed.*—The number of ships employed in bringing state railway stores, including stores procured for native state lines, during the calendar year 1896, was:

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	27	100	26,496
„ Calcutta	111	27,127	40,19,130
„ Kurrachee	63	63,368	87,45,759
„ Rangoon	27	7,617	9,96,790
„ Vizagapatam	30	10,389	29,29,461
„ Coconada	7	1,619	
TOTAL	265	110,220	1,67,17,636

5. *Credits to Civil department on account of insurance.*—During the year 1896-97, Rs. 85,439 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—During the year 1896-97, English stores to the value of Rs. 9,118-6-4 were lost in the S. S. "*City of Canterbury*", which was wrecked in the Hooghly. The loss was adjusted against the Civil Department.

7. *Port stores reserve depôt at Calcutta.*—The loss sustained by the sale of the unserviceable stores belonging to the late Reserve Depôt and by the transfer of the serviceable stores to the Eastern Bengal State railway amounted to Rs. 34,460-0-6. This amount has, under the orders of the Government of India, been distributed over state railways in the ratio of the English outlay of each line during the year 1895-96.

8. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the stores balances on the standard and metre gauge railways on the 31st December 1896, as compared with the previous year.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1896.

Classification No.	RAILWAY.	Balance on the 31st December 1895.	Receipts during 1896.	Total.	Issues during 1896.	Balance on the 31st December 1896.	Ratio of balance to the issues of stores during 1896.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31ST DECEMBER 1896.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1896.
								Total length of single track including sidings.	Balance per mile of single track including sidings.	Total capital outlay up to the 31st December 1896.	Percentage.	Total train-mileage during 1896.	Balance per train-mile.	
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	State lines worked by companies.													
I	EAST INDIAN	(a) 78,01,348	4,56,28,298	5,34,29,646	4,44,27,144	90,02,502	0·20	2,632·33	3,420	38,49,07,148	2·34	11,410,769	0·79	13,204
III	BENGAL-NÁGPUR	(b) 27,14,117	84,55,921	1,11,70,038	51,97,050	(c) 59,72,988	1·15	960·26	6,220	9,93,36,568	6·02	1,572,017	3·79	...
IV	INDIAN MIDLAND (d)	15,61,421	45,40,496	61,01,917	19,32,988	41,68,929	2·16	(e) 1,154·79	3,610	10,80,30,138	3·86	1,604,583	2·60	12,024
VI	GODHRA-RUTLAM-NÁGDÁ	(f) 14,47,529	63,40,911	77,88,440	76,90,768	(g) 97,672	1·27	155·23	629	1,74,66,584	0·56	314,642	0·31	97,672
	TOTAL	1,35,24,415	6,49,65,626	7,84,90,041	5,92,47,950	1,92,42,091	0·32	4,902·61	3,925	60,96,40,438	3·16	14,902,011	1·29	1,22,900
	State lines worked by the State.													
XI	NORTH WESTERN	(h) 96,93,418	2,46,57,719	3,43,51,137	2,40,98,075	(i) 1,02,53,062	0·43	(j) 3,473·56	2,952	(j) 46,80,87,039	2·19	8,143,451	1·26	(k) 2,49,137
XIII	OUDH AND ROHILKHAND	27,85,753	39,42,511	(l) 67,34,490	43,51,722	(m) 23,75,802	0·55	(n) 973·66	2,440	(o) 10,57,45,266	2·25	2,439,227	0·97	2,20,546
XIV	EASTERN BENGAL(p)	18,83,019	47,43,191	66,26,210	43,05,782	23,20,428	0·54	1,067·87	2,173	11,02,05,097	2·10	3,534,993	0·65	13,270
	BENGAL CENTRAL	84,334	1,26,688	2,11,022	87,491	1,23,531	1·41	145·84	847	1,08,50,363	1·14	325,981	0·38	21,632
XVI	EAST COAST	14,91,655	86,89,420	1,01,81,075	84,76,606	17,04,469	0·20	(q) 576·24	2,958	5,45,51,930	3·12	893,111	1·91	2,02,614
	TOTAL	1,59,38,179	4,21,59,529	5,81,03,934	4,13,19,676	1,67,77,292	0·41	6,237·17	2,690	74,94,39,700	2·24	15,336,763	1·09	6,98,199
	Lines worked by guaranteed companies.													
XVIII	GREAT INDIAN PENINSULA	(r) 48,74,273	58,99,320	1,07,73,593	70,17,207	(s) 37,56,386	0·54	2,004·15	1,874	27,90,29,173	1·34	8,381,159	0·41	4,22,068
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	27,18,741	63,01,674	90,20,415	52,86,429	37,33,986	0·71	644·55	5,793	10,39,65,513	3·59	2,467,890	1·51	6,717
XX	MADRAS (d)	28,10,089	25,25,314	53,35,403	27,72,594	25,62,819	0·92	1,046·59	2,449	12,24,75,655	2·09	2,544,645	1·01	2,63,300
	TOTAL	1,04,03,103	1,47,26,308	2,51,29,411	1,50,76,230	1,00,53,191	0·67	3,695·29	2,721	50,54,70,340	1·89	13,393,694	0·75	7,12,105
	Assisted company.													
XXI	DELHI-UMBALLA-KALKA	6,995	...	6,995	6,995	...	...	177·58	...	1,54,49,783	...	554,231	...	...
	TOTAL	6,995	...	6,995	6,995	...	...	177·58	...	1,54,49,783	...	554,231	...	...
	Line owned by native state and worked by company.													
XXXII	THE NIZAM'S GUARANTEED STATE (d)	5,75,786	8,60,703	14,36,489	8,85,663	5,50,826	0·62	388·94	1,416	4,22,60,325	1·30	777,866	0·71	...
	TOTAL	5,75,786	8,60,703	14,36,489	8,85,663	5,50,826	0·62	388·94	1,416	4,22,60,325	1·30	777,866	0·71	...
	Line owned by native state and worked by state railway agency.													
XXXVI	RÁJPURA-BHÁTINDA	19,542	...	19,542	10,755	8,787	0·82	122·80	72	66,95,813	0·13	245,858	0·04	...
	TOTAL	19,542	...	19,542	10,755	8,787	0·82	122·80	72	66,95,813	0·13	245,858	0·04	...
	TOTAL STANDARD GAUGE	4,04,68,020	12,27,12,166	(t) 16,31,86,412	11,65,47,259	(t) 4,66,32,167	0·40	15,524·39	3,004	1,92,89,56,399	2·42	45,210,403	1·03	15,33,204

(a) Including sales, London stores, manufactures and other similar suspense items, as these items, are not shown in the figures of other lines; but excluding the balances of the late Nalhátí railway stores which was a special gauge railway at the time.
(b) Including Rs. 1,01,970 on account of the Bengal-Nágpur railway extensions.
(c) Including Rs. 36,05,888 on account of the Bengal-Nágpur railway extensions.
(d) Including branch lines worked.
(e) Including 122·60 miles of the Saugor-Katni extension.
(f) Excluding the balance of miscellaneous advances, but including Rs. 13,96,699 being the balance of stores suspense account of the Rutlam-Nágdá section on the 31st December 1895.
(g) Excluding balance of miscellaneous advances, but including the value of stores to be issued to the Nágdá-Ujjain railway.
(h) Including Rs. 87,724 on account of the Wazirabad-Lyallpur railway and Rs. 2,10,611 on account of the Mushkaf-Bolán railway.
(i) Excluding the Peshawar railway and Frontier railway reserve and Abt materials.
(j) Including the Jammu and Kashmir railway (Native state section) and lines constructed but not worked.
(k) Value of surplus stores on the 30th September 1896.
(l) Difference of Rs. 6,226 due to adjustment.
(m) Difference of Rs. 6,966 due to adjustment.
(n) Including the Cawnpore-Burhwal railway (metre gauge link).
(o) Including the capital outlay of the Cawnpore-Burhwal railway (metre gauge link) Rs. 7,45,000.
(p) Including the stores transactions of the narrow gauge sections, the figures of which are not given separately.
(q) Including 4·59 miles laid on the metre gauge.
(r) The difference Rs. 2,00,422 is the amount outstanding for stores purchased.
(s) Excluding Rs. 1,63,796 on account of value of stores received but not paid for on the 31st December 1896.
(t) For explanation of differences, *vide* notes (l) and (m) above.

STATEMENT No. 8.—*concld.*

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1896—concld.

Classification No.	RAILWAY.	Balance on the 31st December 1895.	Receipts during 1896.	Total.	Issues during 1896.	Balance on the 31st December 1896.	Ratio of balance to the issues of stores during 1896.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31st DECEMBER 1896.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1896.
								Total length of single track including sidings	Balance per mile of single track including sidings.	Total capital outlay to the 31st December 1896.	Percentage.	Total train-mileage during 1896.	Balance per train-mile.	
		Rs.	Rs.	Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	METRE GAUGE.													
	State lines worked by companies.													
XXXVIII	BENGAL AND NORTH-WESTERN—													
	TIRHOOT SECTION COMPANY'S SECTION	6,95,003	8,56,269	15,53,272	10,00,906	5,52,361 (b)	0·55	939·35	599	5,49,31,577 (a)	1·01	1,787,345	0·31	3,424
XL	RAJPUTANA-MALWA	49,99,277 (d)	40,18,602	90,17,879	47,06,210	43,11,669 (b)	0·93	1,924·76	2,241	13,28,41,764	3·25	5,269,251	0·82	51,996
XLII	SOUTHERN MAHRATTA (c)	19,55,301 (d)	18,64,772	38,20,073	17,34,858	20,85,215	1·20	1,707·32	1,221	12,24,13,556	1·70	3,712,158	0·56	73,000 (e)
XLV	SOUTH INDIAN (f)	28,62,294	24,18,340	52,80,634	26,17,211	26,63,423	1·02	1,184·54	2,248	7,73,31,868	3·44	3,373,529	0·79	2,86,340
XLVII	ASSAM-BENGAL	56,98,853 (d)	38,83,139	95,81,992	42,86,817	53,95,175	1·24	319·71	16,562	2,64,58,752	20·01	264,849	19·99	...
XLVIII	BURMA(g)	12,29,022	14,18,798	26,47,820	16,00,140	10,47,680	0·65	1,030·59	1,017	7,70,83,536	1·36	2,477,827	0·42	41,425
	TOTAL	1,74,39,750	1,44,61,920	3,19,01,670	1,59,46,144	1,59,55,526	1·00	7,106·27	2,245	49,10,61,053	3·25	16,884,958	0·94	4,61,185
	Assisted companies.													
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (c)	1,70,999	2,53,819	4,24,818	2,28,705	1,96,113	0·86	317·44	618	1,10,42,091 (a)	1·78	461,507	0·42	4,905
LIII	BENGAL DOOARS	36,834	44,795	81,629	25,735	55,894	2·17	43·63	1,281	24,33,213	2·30	46,385	1·21	...
LIV	DIBRU-SADIYA	2,31,356	1,93,964	4,25,320	1,97,645	2,27,675	1·15	87·16	2,612	74,63,754	3·05	188,920	1·21	10,635
	TOTAL	4,39,189	4,92,578	9,31,767	4,52,085	4,79,682	1·06	448·23	1,070	2,09,39,058	2·29	696,812	0·69	15,630
	Lines owned and worked by native states.													
LXVI	JODHPORE-BICKANEER	1,31,284	2,22,137	3,53,421	2,22,041	1,31,380	0·59	374·50	351	74,28,538	1·77	359,808	0·37	25,500
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (c)	3,19,358	7,25,419	10,44,777	7,79,942	2,64,835	0·34	415·85 (h)	637	1,90,92,660	1·38	595,086	0·45	55,224
	TOTAL	4,50,642	9,47,556	13,98,198	10,01,983	3,96,215	0·40	790·35	501	2,65,21,198	1·49	953,894	0·43	80,724
	Foreign line.													
LXXI	WEST OF INDIA PORTUGUESE	1,94,543	(i)	2,25,791	(i)	2,25,791	...	62·85	3,593	1,63,80,444	1·38	72,470	3·12	(i)
	TOTAL	1,94,543	...	2,25,791	...	2,25,791	...	62·85	3,593	1,63,80,444	1·38	72,470	3·12	...
	TOTAL METRE GAUGE	1,85,24,124	1,59,02,054	3,44,57,426	1,74,00,212	1,70,57,214	0·98	8,407·69	2,029	55,49,01,753	3·07	18,608,134	0·92	5,57,539

(a) Including interest on capital during construction.
(b) Excluding the balance of miscellaneous advances.
(c) Including branch lines worked.
(d) Revised figures.
(e) Estimated value.
(f) Including the Pondicherry railway but excluding the Máyavaram-Mutupet railway.
(g) The working of this line has been transferred to a company from the 1st September 1896.
(h) Excluding 9·40 miles in dock estates and quarry lines constructed and maintained by the states themselves.
(i) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

Statement No. 9 on pages 64 to 67 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1895 and 1896, and statement No. 10 on pages 68 to 71, shows the value of the stock at the close of 1896.

Rolling-stock adapted for military purposes.

2. Statement No. 11 on pages 72 to 75 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1896.

Brakes.

3. Statement No. 12 on pages 76 and 77 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1896.

On the East Indian railway, 12 engines and 154 vehicles were fitted with automatic vacuum brakes complete during the year.

None of the rolling-stock on the Bengal-Nágpur railway has as yet been fitted with any form of continuous brake, but the introduction of the automatic vacuum brake is under consideration.

On the Indian Midland railway, 9 engines and 6 coaching vehicles were fitted with automatic vacuum brakes.

The fitting of automatic vacuum brake gear to the rolling-stock on the North Western State railway was in progress. The stock fitted during the year was :

Engines	21
Vehicles	400

The locomotive engines and vehicles on the Oudh and Rohilkhand State railway fitted with automatic vacuum brakes, during the year were :

Engines	3
Vehicles	73

On the Eastern Bengal State railway, 20 engines and 40 vehicles (standard gauge) and 1 engine and 1 vehicle (metre gauge) were fitted with the automatic vacuum brakes, and 30 vehicles (standard gauge) were fitted with train piping

On the East Coast State railway, 12 bogie mail engines were fitted with the vacuum automatic brakes during the year, and 3 reserved carriages were piped only.

The rolling-stock fitted with automatic vacuum brakes on the Great Indian Peninsula railway system during the year was 37 locomotives and 502 vehicles.

The whole of the coaching stock on the Bombay, Baroda and Central India railway system has been fitted with continuous automatic vacuum brakes.

The progress made on the Madras railway in the fitting of stock with automatic vacuum brakes was as follows :

Engines	18
Vehicles	60

With a view to an earlier completion of the work of fitting the brakes to the passenger stock of this line, and to meet the wishes of Government, sanction has been accorded to the submission of an indent annually for 200 sets of vehicle fittings, instead of 50 only as previously ordered.

On the South Indian railway, 12 bogie carriages were fitted during the year, with automatic vacuum brakes, and 2 coaches were provided with train piping. Forty sets of vacuum brake gear have recently been received from England.

All the carriages erected on the Assam-Bengal railway have been fitted with the automatic vacuum brakes, but the brake has not yet been brought into use.

Couplings.

4. All the coaching and goods vehicles of the following railways are fitted with couplings at both ends :

Bengal-Nágpur railway.
Bezwada extension (East Coast State) railway.
Oudh and Rohilkhand State railway.
Madras railway.
Darjeeling-Himalayan railway.

The whole of the coaching and goods stock on the East Indian railway is fitted with screw couplings.

The balance of the stock on the North Western State railway remaining to

be provided with a second screw coupling on the 31st March 1895, has been fitted. The whole of the coaching and goods vehicles have now screw couplings at both ends.

The whole of the coaching stock and almost all the goods stock of the Eastern Bengal State railway are fitted with couplings at both ends.

All the vehicles of the East Coast State railway are fitted with screw couplings at both ends.

The whole of the coaching stock of the Great Indian Peninsula railway is fitted with screw couplings at both ends. During the year, 266 screw couplings were fitted to the goods stock, making a total at the end of the calendar year of 4,407, which represents the vehicles fitted on capital and revenue accounts.

The whole of the coaching stock of the Bombay, Baroda and Central India railway has screw couplings at both ends. The original goods stock of the company has been fitted with screw couplings at one end, with the exception of salt and ballast wagons, which have no screw couplings.

Jones' system of buffers and couplings is now generally in use on the Southern Mahratta railway coaching stock, and goods vehicles are being gradually fitted with Jones' buffers.

On the South Indian railway, 71 coaching and 144 goods vehicles were fitted with Jones' flexible buffers during the year, making totals of 876 coaching vehicles and 2,157 goods wagons so fitted.

The work of fitting engines with duplex couplings on the Burma railways is now completed.

Lighting of railway carriages with gas on Pintsch's system.

5. On the East Indian railway, 155 vehicles were fitted during the year with gas lamps on Pintsch's system, making a total of 363 so fitted up to the 31st December 1896, and 463 vehicles remain to be fitted.

The work of fitting Pintsch's gas lights to the coaching stock of the Bengal-Nágpur railway was in progress during the year.

The building for accommodating the Pintsch's gas plant at Lahore, and the erection of the necessary machinery on the North Western State railway, were completed during the year.

On the Indian Midland railway, 225 carriages have been fitted up to the 31st December 1896 with gas on Pintsch's system; the remaining vehicles will not be fitted at present.

Sanction having been received on the Oudh and Rohilkhand State railway to the introduction of Pintsch's system of lighting railway carriages, an indent has been sent to England for the necessary plant and machinery.

On the Eastern Bengal State railway, 65 carriages were fitted with gas lamps on Pintsch's system.

During the year 395 vehicles were fitted with Pintsch's gas on the Great Indian Peninsula railway, making a total of 798 at the end of the year.

On the Bombay, Baroda and Central India railway, 447 carriages have up to date been fitted with gas-lighting apparatus on Pintsch's system and the rest are being done.

The following shows the progress made on the work of lighting of railway carriages with Pintsch's gas on the Madras railway during the year 1896:

Number of vehicles fitted for gas-lighting on the 31st December 1895	. .	102
Do.	fitted during the year	286
Do.	fitted for gas-lighting on the 31st December 1896	388

The work of lighting the trains by gas is being gradually extended, and as soon as the materials of an indent for extra fittings and plant now under supply are received in India, this system of lighting will be generally introduced on all trains. It is expected that the work will be fully completed before December 1897.

Lighting carriages with Pintsch's gas has not yet been introduced on the Southern Mahratta railway, but the scheme has been sanctioned by Government, and an indent has been submitted to the Board for necessary fittings.

The erection of the gas making plant (Pintsch's system) at Laksam on the Assam-Bengal railway was completed, and the gas is now used throughout for lighting carriages, all being fitted with the necessary arrangements.

Retiring accommodation for females.

6. Statement No. 13 on page 78 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in compliance with the requirements of section 61 of the Indian Railways Act IX of 1890.

STATEMENT

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES	
		On the 31st December 1895.	On the 31st December 1896 (from statement No. 32, pages 138 to 141).	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.
	STANDARD GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
I	EAST INDIAN (*a*)	1,883·82	1,883·81	596	596	1,287	1,264
III	BENGAL-NÁGPUR	860·88	860·88	111	118	293	293
IV	INDIAN MIDLAND (*b*)	922·21	922·21	111	111	352	372
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·11)	(13·11)	Worked	by the Indian	Midland railway.	
VI	GODHRA-RUTLAM-NÁGDÁ	(115·33)	(140·91)	Worked	by the Bom	bay, Baroda	and Central
VII	WARDHA COAL	(44·88)	(44·88)	Worked	by the Great	Indian Peni	nsula railway.
VIII	DHOND-MANMÁD	(145·44)	(145·44)				
IX	BEZWADA EXTENSION (EAST COAST STATE)	(20·58)	(20·58)	Worked	by the Niza	m's Guarante	ed state rail
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	...	(8·45)	Worked	by the Madras	railway.	...
	TOTAL	3,666·91	3,666·90	818	825	1,882	1,929
	State lines worked by the State.						
XI	NORTH WESTERN (*d*)	2,660·00	*2,896·68	589	602	1,541	1,598
XII	HYDERABAD-SHADIPALLI	(58·91)	(58·91)	Worked	by the North	Western Stat	e railway.
XIII	OUDH AND ROHILKHAND	797·18	812·37	166	166	488	517
XIV	EASTERN BENGAL (*e*)	374·23	375·01	109	117	457	465
	BENGAL CENTRAL	(125·01)	(125·01)	Worked	by the Easter	n Bengal Stat	e railway.
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8·53	6	8	...	...
XVI	EAST COAST	(*f*) 426·89	(*f*) 500·51	43	57	† 205	231
	TOTAL	4,266·83	4,593·10	913	950	† 2,691	2,811
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA (*h*)	1,490·24	1,491·31	605	605	1,136	1,136
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*j*)	589·58	649·83	162	165	445	447
XX	MADRAS (*k*)	849·22	857·68	166	166	632	643
	TOTAL	2,929·04	2,998·82	933	936	2,213	2,226
	Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	(161·40)	(160·47)	Worked	by the East	Indian railway.	
XXII	TARKESSUR	(22·23)	(22·23)				
	TOTAL	(183·63)	(182·70)	...	...	...	...
	Lines owned by native states and worked by companies.						
XXVII	KHÁMGAON	(7·55)	(7·55)	Worked	by the Great	Indian Penin	sula railway.
XXVIII	AMBÁOTI	(5·44)	(5·44)				
XXIX	BÍNA-GOONA	(72·18)	(71·74)	Worked	by the India	n Midland ra	ilway.
XXX	BHOPAL-UJJAIN	(113·52)	(113·52)				
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44·28)	(44·28)				
XXXII	THE NIZAM'S GUARANTEED STATE (*l*)	352·90	352·90	50	50	111	112
XXXIII	NÁGDÁ-UJJAIN	...	(34·67)	Worked	by the Bom	bay, Baroda a	nd Central
XXXIV	THE GAEKWAR'S PETLÁD	(13·35)	(13·35)				
XXXV	KOLAR GOLD-FIELDS	(10·00)	(10·00)	Worked	by the Mad	ras railway.	...
	TOTAL	352·90	352·90	50	50	111	112
	Lines owned by native states and worked by state railway agency.						
XXXVI	RÁJPURA-BHÁTINDA	(107·94)	(107·94)	Worked	by the North	Western Stat	e railway.
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15·92)	(15·92)				
	TOTAL	(123·86)	(123·86)	...	...	...	...
	TOTAL STANDARD GAUGE	11,215·68	11,611·72	2,714	2,761	† 6,897	7,078

N.B.—The mileages shown within brackets are not included in the totals as they are included with the mileages of the home lines.

* Excluding the Mushkaf-Bolán railway constructed, but not worked.

No. 9.

and metre gauge railways on the 31st December 1896.

Goods vehicles.		Brake-vans.		Cranes.		Total number of vehicles.		Classification No.	Remarks.
Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.		
No.	No.	No.	No.	No.	No.	No.	No.		
9,649	9,961	341	341	20	20	11,247	11,586	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
3,407	3,407	123	123	8	8	3,831	3,831	III	
2,060	2,059	126	(c) 126	8	9	2,546	2,566	IV	(b) Including the Bhopal-Itárai, the Bina-Guona and the Bhopal-Ujjain railways.
...	...	...	...	...	...	...	...	V	(c) Including 50 brake-vans with one third class compartment each.
India railway.		...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	...	VII, VIII	
way.	...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	...	X	
15,116	15,427	590	590	36	37	17,624	17,983		(d) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section), but excluding the stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
10,031	10,266	506	523	44	46	12,122	12,433	XI	
...	...	...	...	...	...	...	...	XII	
4,357	4,357	120	132	16	16	4,981	5,022	XIII	(e) Including the Bengal Central railway.
2,068	2,107	63	67	5	4	2,593	2,643	XIV	
...	...	...	...	...	...	...	...		(f) Excluding 2·99 miles of metre gauge line.
172	372	...	...	...	...	172	372	XV	(g) Including 31 brake-vans with one or more third class compartments each.
1,086	1,214	35	(g) 65	2	5	†1,328	1,515	XVI	
17,714	18,316	724	787	67	71	†21,196	21,985		(h) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.
7,824	7,816	633	(i) 650	47	47	9,640	9,649	XVIII	(i) Including 52 brake-vans with 4 third class compartments each, 32 with one, and 25 with three compartments each.
4,216	4,216	94	94	3	4	4,758	4,761	XIX	
2,809	2,917	174	175	7	7	3,622	3,742	XX	(j) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain, and the Gaekwar's Petlád railways.
14,849	14,949	901	919	57	58	18,020	18,152		(k) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.
...	...	...	...	...	...	...	...	XXI, XXII	
...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	XXVII, XXVIII	
...	...	...	...	...	...	...	...	XXIX, XXX, XXXI	
†776	832	41	41	†2	2	†930	987	XXXII	(l) Including the Bezwada extension (East Coast State).
India railway.		...	...	...	...	...	...	XXXIII, XXXIV	
...	...	...	...	...	...	...	...	XXXV	
† 776	832	41	41	†2	2	†930	987		
...	...	...	...	...	...	...	...	XXXVI, XXXVII	
...	...	...	...	...	...	...	...		
†48,455	49,524	2,256	2,337	†162	168	†57,770	59,107		

† Corrected figures.

STATEMENT

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1895.	On the 31st December 1896 (from statement No. 32, pages 138 to 141).	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.
	METRE GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
XXXVIII	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	756·30	820·43	105	110	351	384
	COMPANY'S SECTION						
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(231·17)	(231·17)	Worked by the Rohilkund and Kumaon railway.			
XL	RAJPUTANA-MALWA (*a*)	1,844·16	1,844·23	446	441	1,299	1,316
XLI	PÁLANPUR-DEESA	(17·28)	(17·28)	Worked by the Rajputana-Malwa railway.			
XLII	SOUTHERN MAHRATTA (*b*)	1,553·21	1,553·21	(*c*) 220	(*c*) 219	715	715
XLIII	GUNTAKAL-MYSORE FRONTIER	(119·50)	(119·50)	Worked by the Southern Mahratta railway.			
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)	(296·00)	(296·00)				
XLV	SOUTH INDIAN (*e*)	1,103·38	1,103·38	204	204	*882	894
XLVI	MÁYAVARAM-MUTUPET	(53·99)	(53·99)	Worked by the South Indian railway.			
XLVII	ASSAM-BENGAL	129·61	285·90	22	44	30	86
XLVIII	BURMA (*g*)	834·20	886·45	139	145	609	612
	TOTAL	6,220·86	6,493·60	1,136	1,163	*3,886	4,007
	State lines worked by the State.						
	NORTH WESTERN (*h*)	...	...	14	4	19	12
XLIX	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2′ 6″ gauge, branch)	478·51	478·47	79	79	308	317
	DACCA SECTION	85·92	85·92	12	12	67	67
	TOTAL	564·43	564·39	105	95	394	396
	Assisted companies.						
LI	DEOGHUR	4·79	4·79	3	3	10	10
LII	ROHILKUND AND KUMAÓN (COMPANY'S SECTION) (*i*)	285·09	285·09	27	27	148	148
LIII	BENGAL DOOARS	36·40	36·40	4	4	19	19
LIV	DIBRU-SADIYA	77·50	77·50	18	18	29	40
	TOTAL	403·78	403·78	52	52	206	217
	Lines owned by native states and worked by companies.						
LX	THE GAEKWAR'S MEHSÁNA	(92·63)	(92·63)	Worked by the Rajputana-Malwa railway.			
LXI	KOLHÁPUR	(29·07)	(29·07)	Worked by the Southern Mahratta railway.			
LXII	YESVANTPUR-MYSORE FRONTIER	(51·35)	(51·35)				
LXIII	MYSORE-NANJANGÚD	(15·25)	(15·25)				
	TOTAL	(188·30)	(188·30)	...	...	...	...
	Lines owned and worked by native states						
LXVI	JODHPORE-BICKANEER—						
	JODHPORE SECTION	364·00	364·00	17	17	69	69
	BICKANEER SECTION						
LXVII	OODEYPORE-CHITOR	(60·31)	(60·39)	Worked by the Rajputana-Malwa railway.			
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*k*)	379·69	379·69	33	33	190	190
LXIX	JETALSAR-RÁJKOT	(46·23)	(46·23)	Worked by the Bhávnagar-Gondal-Junágarh Porbandar			
	TOTAL	743·69	743·69	50	50	259	259
	Foreign lines.						
LXXI	WEST OF INDIA PORTUGUESE	51·00	51·00	12	12	24	24
LXXII	PONDICHERRY	(7·80)	(7·80)	Worked by the South Indian railway.		...	
	TOTAL	51·00	51·00	12	12	24	24
	TOTAL METRE GAUGE	7,983·76	(*l*) 8,256·46	1,355	1,372	*4,769	4,903

N.B.—The mileages shown within brackets are not included in the totals as they are included with the mileages of the home lines.

No. 9—*concld.*

and metre gauge railways on the 31st December 1896—concld.

Goods vehicles.		Brake-vans.		Cranes.		Total number of vehicles.		Classification No.	Remarks.
Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.		
No.	No.	No.	No.	No.	No.	No.	No.		
2,839	2,899	67	78	13	13	3,270	3,374	XXXVIII	
(Company's	section.)	...	...	....	....	...	...	XXXIX	* Corrected figures.
7,166	7,101	282	282	29	29	8,776	8,728	XL	(*a*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
...	...	...	...	...	...	...	...	XLI	
4,684	4,684	(*d*) 188	(*d*) 188	20	20	5,607	5,607	XLII	(*b*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
...	...	...	...	...	...	...	...	XLIII XLIV	(*c*) Excluding the tender of a condemned engine.
3,321	3,323	*(*f*) 66	(*f*) 66	3	3	*4,272	4,286	XLV	(*d*) Including 164 brake-vans with one third class compartment each.
...	...	...	...	...	...	...	...	XLVI	(*e*) Including the Máyavaram-Mutupet and the Pondicherry railways.
536	942	16	30	3	6	585	1,064	XLVII	(*f*) Including 8 brake-vans with one third class compartment each.
3,439	3,465	136	136	19	19	4,203	4,232	XLVIII	
21,985	22,414	*755	780	87	90	*26,713	27,291		(*g*) The working of this line has been transferred to a company from the 1st September 1896.
51	...	1	...	...	...	71	12		(*h*) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
1,963	1,958	50	49	7	7	2,328	2,331	XLIX	
246	246	10	10	3	3	326	326		
2,260	2,204	61	59	10	10	2,725	2,669		
8	8	2	2	...	...	20	20	LI	
659	659	27	27	6	6	840	840	LII	(*i*) Including the Lucknow-Bareilly section.
80	(*j*) 81	5	5	1	1	105	106	LIII	(*j*) Including one dummy truck.
711	800	18	18	1	1	759	859	LIV	
1,458	1,548	52	52	8	8	1,724	1,825		
...	...	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	...	LXI LXII LXIII	
...	...	...	...	...	...	...	...		
220	220	12	12	...	...	301	301	LXVI	
...	...	...	...	...	...	...	...	LXVII	
892	892	37	37	*2	2	1,121	1,121	LXVIII	(*k*) Including the Jetalsar-Rájkot railway.
railway.	...	...	...	...	...	...	...	LXIX	
1,112	1,112	49	49	2	2	1,422	1,422		
146	146	13	13	1	1	184	184	LXXI	
...	...	...	...	...	...	...	...	LXXII	
146	146	13	13	1	1	184	184		(*l*) Excluding the Cawnpore-Burhwal (metre gauge link) for which no separate rolling-stock has been provided.
26,961	27,424	*930	953	108	111	*32,768	33,391		

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES.		
			I East Indian railway system.	III Bengal-Nágpur.	IV Indian Midland railway system.
	STANDARD GAUGE.				
1	Mileage open on the 31st December 1896	Miles	1,883·81	860·88	922·21
2	Mileage of single track, including sidings	Miles	2,835·07	960·26	1,032·19
3	Total train-mileage	Train-miles	12,007,577	1,572,017	1,604,583
4	Gross ton-mileage	Ton-miles	4,418,485,398	588,639,584	506,749,300
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	39,11,08,927	9,71,96,278	10,62,22,667
6	Gross earnings, excluding steam-boat	Rs.	5,55,45,536	63,68,525	58,37,258
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings	Rs.	557	142	119
8	Five per cent. of gross earnings, excluding steam-boat	Rs.	27,77,277	3,18,426	2,91,863
9	Value* of engine stock	Rs.	1,93,66,291	49,88,818	36,27,784
10	Per mile of line open (9 ÷ 1)	Rs.	10,280	5,795	3,934
11	Per train-mile (9 ÷ 3)	Rs.	1·6	3·2	2·3
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4)	Rs.	4·4	8·5	7·2
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9)	Rs.	286·7	127·7	160·9
14	Value* of coaching and goods stock	Rs.	2,59,06,691	1,17,01,804	87,75,765
15	Per mile of line open (14 ÷ 1)	Rs.	13,753	13,593	9,516
16	Per train-mile (14 ÷ 3)	Rs.	2·2	7·4	5·4
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4)	Rs	5·8	19·9	17·3
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14)	Rs.	214·4	54·4	66·5
19	Total value* of rolling-stock	Rs.	4,52,72,982	1,66,90,622	1,24,03,549
20	Per mile of line open (19 ÷ 1)	Rs.	24,033	19,388	13,450
21	Per train-mile (19 ÷ 3)	Rs.	3·8	10·6	7·7
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4)	Rs.	10·2	28·4	24·5
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100 ÷ 19)	Rs.	122·7	38·2	47·1
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 19)	Per cent.	42·8	29·8	29·2
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19)	Per cent.	57·2	70·2	70·8
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 19)	Per cent.	6·1	1·9	2·4
27	Total value of rolling stock per mile for each rupee earned per mile per week (20 ÷ 7)	Rs.	43·1	136·5	113·0

* Represents total cost charged

(*a*) Excluding the Mushkaf-Bolán railway—constructed but not worked—but including 6·12 miles of military line not used for public traffic, as also the open section of the Wazirabad-Lyallpur railway and the Kotri-Rohri chord line absorbed in the North Western railway system.

(*b*) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.

(*c*) Value of engine and carriage and wagon stock not recorded separately.

No 10.

metre gauge railways on the 31st December 1896 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of standard gauge railways.	Progressive No.
XI North Western railway system.	XIII Oudh and Rohilkhand.	XIV Eastern Bengal, including the Bengal Central railway.	XV Calcutta Port Commissioners'.	XVI East Coast.	XVIII Great Indian Peninsula railway system.	XIX Bombay, Baroda and Central India railway system.	XX Madras railway system.	XXXII The Nizam's Guaranteed state railway system.		
(a)2,896·68	812·37	375·01	8·53	(f)500·51	1,491·31	649·83	857·67	352·90	(f)11,611·71	1
3,660·41	936·32	558·88	20·81	(g) 571·65	2,229·26	850·63	1,046·59	388·94	(g)15,091·00	2
8,443,508	2,439,227	2,145,839	(d)	893,111	9,000,933	2,835,876	2,544,645	777,866	44,264,682	3
2,660,263,346	753,172,042	662,225,587	(d)	279,627,262	2,581,701,764	1,007,425,195	737,214,413	282,122,796	14,477,626,687	4
45,93,26,670	10,27,69,446	6,94,68,125	68,49,276	5,22,74,165	29,26,05,041	12,08,14,141	11,99,34,999	4,15,10,112	1,86,00,79,847	5
3,05,64,382	86,97,076	97,05,988	4,41,434	23,61,811	3,44,19,629	1,76,57,198	1,10,96,897	34,57,844	18,61,53,578	6
214	209	498	996	94	444	546	249	187	313	7
15,28,219	4,34,854	4,85,299	22,072	1,18,091	17,20,981	8,82,860	5,54,845	1,72,892	93,07,679	8
1,97,19,316	42,75,410	(c)	1,47,896	29,58,982	1,88,76,211	56,26,196	54,57,999	19,45,714	8,69,90,617	9
6,807	5,263	...	17,338	5,912	12,657	8,658	6,364	5,513	7,742	10
2·3	1·8	...	...	3·3	2·1	2·0	2·1	2·5	2·1	11
7·4	5·7	...	...	10·6	7·3	5·6	7·4	6·9	6·3	12
155·0	203·4	...	298·5	79·8	182·3	313·8	203·3	177·7	202·8	13
3,82,43,505	1,12,45,247	(c)	(e) 5,64,641	46,80,859	2,03,89,963	1,09,96,473	99,08,695	21,88,515	14,46,02,161	14
13,203	13,842	...	66,195	9,352	13,673	16,922	11,553	6,202	12,862	15
4·5	4·6	...	...	5·3	2·3	3·9	3·9	2·8	3·4	16
14·4	14·9	...	...	16·7	7·9	10·9	13·4	7·8	10·4	17
79·9	77·3	...	78·2	50·5	168·8	160·6	112·0	158·0	122·0	18
(b)5,79,62,821	1,55,20,657	1,03,94,857	7,12,540	76,39,841	3,92,66,174	1,66,22,669	1,53,66,694	41,34,229	24,19,87,635	19
20,010	19,105	27,719	83,533	15,264	26,330	25,580	17,917	11,715	20,840	20
6·8	6·4	4·8	...	8·6	4·4	5·9	6·0	5·3	5·5	21
21·8	20·6	15·7	...	27·3	15·2	16·5	20·3	14·7	16·7	22
52·7	56·0	93·4	62·0	30·9	87·7	106·2	72·2	83·6	76·9	23
34·0	27·5	...	20·7	38·7	48·1	33·8	35·5	47·1	37·6	24
66·0	72·5	...	79·3	61·3	51·9	66·2	64·5	52·9	62·4	25
2·6	2·8	4·7	3·1	1·5	4·4	5·3	3·6	4·2	3·8	26
93·5	91·4	55·7	88·9	162·4	59·3	46·8	72·0	62·1	66·7	27

to final heads of account.

(d) Information not available.

(e) Including Rs. 64,943 for converting 100 ballast wagons into covered goods wagons.

(f) Excluding 2·99 miles of metre gauge line.

(g) Excluding 4·59 miles of single track laid on the metre-gauge.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES.					
			XXXVIII	XL	XLII	XLV	XLVII	XLVIII
			Bengal and North-Western railway system.	Rajputana-Malwa railway system. (b)	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma. †
	METRE GAUGE.							
1	Mileage open on the 31st December 1896	Miles	820·43	1,783·84	1,553·21	1,103·38	285·90	886·45
2	Mileage of single track, including sidings	Miles	939·35	2,047·69	1,707·31	1,243·93	319·71	1,030·59
3	Total train-mileage	Train-miles	1,787,345	5,384,167	3,712,158	3,497,974	264,849	2,477,827
4	Gross ton-mileage	Ton-miles	365,520,373	1,129,692,853	643,924,163	572,013,063	51,767,837	454,124,468
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	(a) 5,22,39,892	13,21,29,896	12,03,84,404	7,71,10,077	2,38,45,322	7,49,59,689
6	Gross earnings, excluding steam-boat	Rs.	53,17,405	2,02,00,889	91,62,980	92,33,034	6,18,786	75,79,569
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings	Rs.	134	218	113	161	71	167
8	Five per cent. of gross earnings, excluding steam-boat	Rs.	2,65,870	10,10,044	4,58,149	4,61,652	30,939	3,78,978
9	Value* of engine stock	Rs.	21,89,016	80,22,834	45,22,077	43,12,749	14,51,390	29,09,620
10	Per mile of line open (9÷1)	Rs.	2,668	4,498	2,911	3,909	5,077	3,282
11	Per train-mile (9÷3)	Rs.	1·2	1·5	1·2	1·2	5·5	1·2
12	Per 1,000 gross ton-miles (9 × 1,000÷4)	Rs.	6·0	7·1	7·0	7·5	28·0	6·4
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100÷9)	Rs.	242·9	251·8	202·6	214·1	42·6	260·5
14	Value* of coaching and goods stock	Rs.	52,96,551	1,34,22,296	81,57,814	80,70,502	24,88,328	75,64,695
15	Per mile of line open (14÷1)	Rs.	6,456	7,524	5,252	7,314	8,703	8,534
16	Per train-mile (14÷3)	Rs.	3·0	2·5	2·2	2·3	9·3	3·1
17	Per 1,000 gross ton-miles (14 × 1,000÷4)	Rs	14·5	11·9	12·7	14·1	48·1	16·7
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100÷14)	Rs.	100·4	150·5	112·3	114·4	24·9	100·2
19	Total value* of rolling-stock	Rs.	74,85,567	2,14,45,130	1,26,79,891	1,23,83,251	39,39,718	(c) 1,04,63,351
20	Per mile of line open (19÷1)	Rs.	9,124	12,022	8,163	11,223	13,780	11,804
21	Per train-mile (19÷3)	Rs.	4·2	4·0	3·4	3·5	14·8	4·2
22	Per 1,000 gross ton-miles (19 × 1,000÷4)	Rs.	20·5	19·0	19·7	21·6	76·1	23·0
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100÷19)	Rs.	71·0	94·2	72·3	74·6	15·7	72·4
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100÷19)	Per cent.	29·2	37·4	35·7	34·8	36·8	27·7
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100÷19)	Per cent.	70·8	62·6	64·3	65·2	63·2	72·3
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100÷19)	Per cent.	3·6	4·7	3·6	3·7	0·8	3·6
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20÷7)	Rs.	68·2	55·1	72·2	69·7	194·1	70·7

* Represents total cost charged

† The working of this line has been transferred

(a) Including Rs. 10,90,014 on account of interest on capital during construction.

(b) Excluding the Oodeypore-Chitor railway.

No. 10—*concld.*

***metre gauge railways on the 31st December 1896 compared with earnings*—concld.**

STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		FOREIGN LINE.		
XLIX Eastern Bengal.		LI	LII	LIII	LIV	LXVI	LXVIII	LXXI	Total and average of metre gauge railways.	Progressive No.
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Dacca section.	Deoghur.	Rohilkund and Kumaon railway system.	Bengal Dooars.	Dibru-Sadiya.	Jodhpore-Bickaneer-Jodhpore and Bickaneer sections.	Bhávnagar-Gondal-Junágarh-Porbandar railway system.	West of India Portuguese.		
478·47	85·92	4·79	285·09	36·40	77·50	364·00	(*f*) 379·69	51·00	8,196·07	1
554·29	100·54	5·41	317·44	43·63	87·16	374·50	425·25	62·85	9,259·65	2
1,536,897	178,238	12,184	461,507	46,385	188,920	358,808	595,086	72,470	20,574,815	3
270,634,063	25,176,538	(*d*)	80,972,722	(*d*)	(*d*)	66,960,541	90,035,292	12,058,433	3,762,880,346	4
3,91 73,368	67,39,174	2,86,180	1,08,19,634	22,66,314	72,75,259	74,28,538	1,88,32,653	1,35,77,381	58,70,67,781	5
52,83,878	5,11,741	30,014	12,54,504	2,56,624	6,47,360	12,85,192	21,77,995	(*h*) 2,38,590	6,37,98,561	6
212	115	120	86	136	161	68	110	90	155	7
2,64,194	25,587	1,501	62,725	12,831	32,368	64,260	1,03,900	11,929	31,89,928	8
14,02,609	2,64,353	34,000	5,71,750	1,00,279	(*d*)	3,72,920	6,23,686	4,01,528	2,71,78,811	9
2,931	3,077	7,098	2,006	2,755	...	1,025	1,643	7,873	3,348	10
0·9	1·5	2·8	1·2	2·1	...	1·0	1·0	5·5	1·3	11
5·2	10·5	(*d*)	7·1	(*d*)	...	5·6	6·9	33·3	7·2	12
376·7	193·6	88·3	219·3	255·9	...	344·6	349·2	59·4	232·4	13
39,13,863	4,90,149	49,236	(*e*)12,47,625	2,31,185	(*d*)	6,21,624	(*g*) 16,88,661	3,45,639	5,35,88,168	14
8,180	5,704	10,279	4,376	6,351	...	1,707	4,447	6,777	6,601	15
2·6	2·7	4·0	2·7	5·0	...	1·8	2·8	4·8	2·6	16
14·4	19·5	(*d*)	15·4	(*d*)	...	9·3	18·8	28·7	14·2	17
135·0	104·4	61·0	100·5	111·0	...	206·7	129·0	69·0	117·8	18
53,16,472	7,54,502	83,236	18,19,375	3,31,464	15,35,701	9,94,544	23,12,347	7,47,167	8,22,91,716	19
11,111	8,781	17,377	6,382	9,106	19,815	2,732	6,090	14,650	10,040	20
3·5	4·2	6·8	3·9	7·1	8·1	2·8	3·8	10·3	4·0	21
19·6	30·0	(*d*)	22·5	(*d*)	(*d*)	14·9	25·7	62·0	21·4	22
99·4	67·8	36·1	69·0	77·4	42·2	129·2	94·2	31·9	77·5	23
26·4	35·0	40·8	31·4	30·3	...	37·5	27·0	53·7	33·0	24
73·6	65·0	59·2	68·6	69·7	...	62·5	73·0	46·3	66·4	25
5·0	3·4	1·8	3·4	3·9	2·1	6·5	4·7	1·6	3·9	26
52·4	76·4	144·8	74·2	67·0	123·1	40·2	55·4	162·8	64·8	27

to final heads of account.
to a company from the 1st September 1896.
(*c*) Excluding Rs. 10,964 on account of receipts on capital account.
(*d*) Information not received.
(*e*) Decrease due to the exclusion of the value of condemned vehicles.
(*f*) Including 4·50 miles of dock estate and quarry lines constructed and maintained by the states themselves.
(*g*) Decrease due to the sale of angles and side chains of bogie carriages.
(*h*) Excluding Rs. 58,586 on account of harbour earnings.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES, FITTED FOR AMBULANCE PURPOSES.				*Percentage on entire stock.	NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡
		Intermediate.	Third.	Composite intermediate and third.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	*Percentage on entire stock.	
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN . . .	...	52	...	52	6·44	75	...	...	...	75	888	1,081	15,752	30·60	...
III	BENGAL NAGPUR . .	...	23	...	23	(a) 11·44	10	...	...	...	10	...	1,191	9,528	52·44	...
IV	INDIAN MIDLAND . .	...	22	...	22	10·00	5	...	10	...	15	...	750	6,000	64·10	...
	State lines worked by the State.															
XI	NORTH WESTERN (c) .	...	437	4	441	45·60	98	...	26	...	124	75	(d) 4,465	37,968	65·35	...
XIII	OUDH AND ROHILKHAND	...	36	...	36	12·04	31	...	...	...	31	502	603	8,840	28·64	...
XIV	EASTERN BENGAL . .	16	...	...	16	(j) 5·56	5	...	5	...	10	...	343	2,744	22·39	(k) & (l) 535
XVI	EAST COAST . . .	...	...	...	...	...	6	...	...	...	6	...	381	3,048	49·10	...
	Lines worked by guaranteed companies.															
XVIII	GREAT INDIAN PENINSULA	...	29	...	29	5·23	...	...	93	...	93	1,506	...	12,048	34·27	(o) 375
XIX	BOMBAY, BARODA AND CENTRAL INDIA . .	...	15	...	15	4·89	15	...	...	...	15	1,653	...	13,224	74·02	...
XX	MADRAS	...	28	...	28	(p) 7·14	2	...	44	...	46	959	396	10,840	98·76	...
	Line owned by native state and worked by company															
XXII	THE NIZAM'S GUARANTEED STATE . . .	...	...	...	...	...	7	...	3	...	10	59	60	952	70·41	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1896.
† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) Percentage calculated on the total intermediate, intermediate and third, intermediate and postal, third and postal composite carriages on the line.
(b) Including 8 first class carriages.
(c) The carriages on this line are fitted with both hooks and racks, racks are only used under the seats.
(d) Including 412 bogie carriages.
(e) Including 140 bogie carriages.
(f) Including 5 first class carriages.
(g) Composite first, second and third class carriages.
(h) Including 20 intermediate and postal composites and 15 third and postal composites.
(i) Including 8 composites, intermediate and postal, and 25 third and postal.

No. 11.

adapted for military purposes, as existing on the 31st December 1896.

Number of open goods wagons suitable for the carriage of Artillery guns.§				Carriages fitted with hooks or racks.															
				Number fitted with										* Percentage of numbers fitted on the total stock of each class.					
				Hooks.				Racks.											
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds. ‡	* Percentage on entire stock.	Second	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second	Intermediate.	Composite, intermediate and third.	Third.
		Tons.																	
...	2,210	32,69	90·42	...	...	...	436	...	...	...	...	...	...	...	...	...	...	...	63·10
500	115	18,669	55·11	...	...	...	...	(b) 31	4	15	8	...	149	93·94	100·00	100·00	100·00	...	82·82
...	207	2,484	23·88	...	...	...	...	...	...	22	...	...	178	...	...	100·00	...	...	80·91
148	(e) 1,766	24,319	49·82	...	...	...	...	(f) 25	(g) 8	23	51	(h) 86	765	13·59	80·00	27·38	52·04	85·15	93·87
...	138	1,380	40·47	...	...	...	...	...	...	...	22	(i) 50	260	...	...	...	100·00	100·00	100·00
...	178	2,106	84·76	...	8	...	2	13	...	12	28	(m) 51	169	29·55	...	100·00	64·29	100·00	94·48
100	328	5,336	100·00	...	...	...	...	...	...	...	...	(n) 7	124	...	...	...	...	100·00	75·15
...	...	...	...	...	...	...	...	...	...	55	...	...	66	...	...	35·48	...	...	11·89
51	501	7,088	31·79	...	...	...	...	4	...	...	22	...	108	13·79	...	...	100·00	...	37·89
...	136	816	12·30	70	...	...	319	...	...	...	...	...	...	...	...	100·00	...	...	(p) 81·38
472	58	7,007	80·55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

‡ Including all covered goods wagons which from their dimensions and from having wooden floors or iron floors covered with battens are suitable for the carriage of horses.
§ Excluding wagons with doors *less* than 5′ 9″ wide and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(*j*) Percentage calculated on intermediate; intermediate and third; intermediate and brake-vans; intermediate and postal; intermediate, third and postal; third; third and postal, and third and brake-van composite carriages.
(*k*) Capable of carrying 8 horses.
(*l*) None of these have their floors covered with wooden battens.
(*m*) Including 8 composites, intermediate and postal, 7 intermediate and brake-vans, 1 intermediate, third and postal, 3 third, and postal, and 7 third and brake-vans.
(*n*) Third and postal composites.
(*o*) Capable of carrying 6 horses.
(*p*) Percentage calculated on total third, and total third and postal composites on the line.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES FITTED FOR AMBULANCE PURPOSES.				* Percentage on entire stock.	NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡
		Intermediate.	Third.	Composite intermediate and third.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	* Percentage on entire stock.	
	METRE GAUGE.															
	State lines worked by companies.															
XXXVIII	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION .	...	...	...	...	...	—	20	...	...	20	74	...	296	3·01	...
	COMPANY'S SECTION .															
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . .	...	...	...	...	...	...	3	....	...	3	3	...	12	0·71	...
XL	RAJPUTANA-MALWA .	...	(b) 26	...	26	2·97	...	82	...	...	82	334	...	(c)	7·56	(d) 322
XLII	SOUTHERN MAHRATTA .	...	3	...	3	0·62	...	36	...	...	36	...	100	400	3·18	...
XLV	SOUTH INDIAN . .	...	15	...	15	(l) 2·34	...	10	...	20	30	17	250	1,602	14·13	1,623
XLVII	ASSAM-BENGAL . .	...	...	...	...	...	...	6	...	...	6	400	...	1,600	76·19	(p) 125
XLVIII	BURMA (q) . . .	...	68	...	68	20·99	...	36	...	...	36	(r) 95	50	580	6·68	315
	State line worked by the State.															
XLIX	EASTERN BENGAL—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) .	...	...	...	...	...	...	14	...	...	14	...	...	...	...	(v) & (w) 492
	DACCA SECTION . .	...	...	...	...	...	...	2	...	...	2	...	...	...	...	(p) & (v) 125
	Assisted companies.															
LII	ROHILKUND AND KUMAON (Company's section) .	...	...	...	...	...	...	2	...	...	2	...	...	...	...	...
LIII	BENGAL DOOARS . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	DIBRU SADIYA . .	...	...	...	...	...	...	...	....	1	1	...	...	...	...	(z) 133
	Lines owned and worked by native states.															
LXVI	JODHPORE-BICKANEER—															
	JODHPORE SECTION .	...	...	...	...	...	...	4	...	1	5	...	...	...	...	...
	BICKANEER SECTION .															
LXVIII	BHÂVNAGAR-GONDAL-JUNÁGARH-PORBANDAR .	...	...	...	...	...	...	(aa) 10	...	...	10	...	...	...	...	(p) 105

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1896.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) Percentage calculated on total third and total third and postal composites on the line.
(b) Including 21 bogie-carriages.
(c) 200 capable of carrying 6 horses each, and 134, 9 ponies each.
(d) Capable of carrying 6 horses each.
(e) Including 953 bogie carriages.
(f) Including 16 composites third and postal.
(g) Including 48 bogie carriages.
(h) Percentage calculated on total composites second and third, intermediate and third, intermediate and postal and third and postal on the line.
(i) Including 12 bogie carriages.
(j) Two composites third and postal and 17 third and brake-vans.
(k) Including 42 bogie carriages.
(l) Percentage calculated on total third, composite third and postal, and third and brake-vans on the line.
(m) Including 20 bogie carriages.
(n) Composite first, second and third class carriages.

No. 11—*concld.*

***adapted for military purposes, as existing on the 31st December 1896*—concld.**

Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.																
				Number fitted with.										* Percentage fitted on the total stock of each class.					
				Hooks.				Racks												
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	* Percentage on entire stock.	Second.	Intermediate.	Composite, intermediate and third	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate	Composite, intermediate and third.	Third.
		Tons.																	
...	53	504	15·19	...	...	...	...	...	...	...	...	10	153	...	...	...	...	40·00	(a) 59·76
...	...	...	...	...	...	...	...	...	...	...	1	6	59	...	...	...	100·00	100·00	100·00
...	(c) 1,944	19,956	76·45	...	...	...	...	2	...	2	8	(f) 23	(g) 183	4·35	...	2·11	16·00	(h) 41·07	23·77
111	499	3,794	61·19	...	...	...	...	(i) 34	...	25	...	(j) 19	(k) 229	55·74	...	60·98	....	10·80	47·51
...	...	...	...	...	...	...	...	...	(m) & (n) 27	...	...	(o) 10	468	...	93·10	...	...	100·00	74·17
...	40	680	9·63	...	...	...	...	...	...	...	...	...	48	...	...	...	...	...	100·00
...	286	1,790	40·45	...	...	...	...	(s) 11	(s) & (t) 5	12	...	...	(u) 311	26·19	100·00	25·00	...	...	86·15
...	66	391	13·41	...	...	...	...	24	...	10	30	(x) 14	144	77·42	...	100·00	93·75	93·33	92·31
...	2	12	16·67	...	1	(y) 7	30	5	...	4	...	...	...	100·00	...	100·00	50·00	63·64	100·00
...	...	...	...	...	...	...	...	...	...	...	2	1	14	...	...	...	100·00	100·00	100·00
...	...	...	...	...	...	...	...	3	...	...	1	1	12	100·00	...	...	100·00	100·00	92·31
294	70	2,361	59·28	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	24·00
...	40	235	100·00	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	4·69

‡ Including all covered goods wagons which from their dimensions and from having wooden floors or iron floors covered with battens, are suitable for the carriage of horses.
§ Excluding wagons with doors *less* than 5′ 9″ wide, and those with sides higher than 3′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(c) Including 2 composites third and postal and 9 composites third and brake-vans.
(f) Capable of carrying 4 horses each.
(g) The working of this line has been transferred to a company from the 1st September 1896.
(r) Including 75 bogie carriages.
(s) Bogie carriages.
(t) Composite second and third class carriages.
(u) Including 37 bogie carriages.
(v) Breast bars not fitted nor their floors covered with battens, but from their dimensions are suitable for the carriage of horses.
(w) Four horses can be carried in each of 172 wagons and 4 ponies in each of the remainder.
(x) Including 5 third and postal and 3 third and brake-vans.
(y) Including 2 intermediate and postal and 2 third and postal composites.
(z) Capable of carrying 2 horses each.
(aa) Six of these are cattle trucks.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1896.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.							Proportion per cent.			REMARKS.
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Total train-mileage of all descriptions.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.						
	STANDARD GAUGE.											
	State lines worked by companies.											
I	EAST INDIAN	75	521	533	165	10,868	1,428,785	12,007,577	12·58	6·03	11·90	
III	BENGAL-NÁGPUR	...	118	...	...	3,823	...	1,572,017	...	...	...	
IV	INDIAN MIDLAND	52	59	108	20	2,429	390,872	1,604,583	46·85	5·01	24·33	
	State lines worked by the State.											
XI	NORTH WESTERN	385	217	1,989	182	10,216	3,322,313	8,443,508	63·95	17·53	39·35	
XIII	OUDH AND ROHILKHAND.	29	(a) 137	207	20	4,779	362,566	2,439,227	17·47	4·53	14·86	(a) Including 17 locomotives fitted with Westinghouse brakes.
XIV	EASTERN BENGAL	35	82	207	75	2,357	738,479	2,145,839	29·91	10·69	34·41	
XV	CALCUTTA PORT COMMISSIONERS'.	...	8	...	...	372	...	(b)	...	...	...	(b) Information not available.
XVI	EAST COAST	12	45	...	3	1,507	(c)	893,111	21·05	0·20	...	(c) Brakes not yet brought into use.
	Lines worked by guaranteed companies.											
XVIII	GREAT INDIAN PENINSULA.	165	440	1,165	30	8,407	2,374,285	9,000,933	27·27	12·45	26·38	
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	92	73	421	54	4,282	1,077,157	2,835,376	55·76	9·99	37·99	
XX	MADRAS	22	144	66	31	3,638	53,617	2,544,645	13·25	2·60	2·11	
	Line owned by native state and worked by company.											
XXXII	THE NIZAM'S GUARANTEED STATE.	...	50	...	20	965	(b)	777,866	...	2·03	...	
	TOTAL STANDARD GAUGE.	867	1,894	4,696	600	53,643	9,747,574	44,264,682	31·40	8·99	22·02	

* Excluding cranes.

STATEMENT No. 12—*concld.*

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1896—concld.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	Number of locomotives and vehicles fitted with automatic vacuum brakes.							Proportion per cent.			Remarks.
		Locomotives.		Vehicles.*								
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.	Number of miles run by trains fitted or partially fitted.	Total train-mileage of all descriptions.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	METRE GAUGE.											
	State lines worked by companies.											
XXVIII	BENGAL AND NORTH-WESTERN	...	110	...	...	3,361	...	1,787,345	...	...	...	
XL	RAJPUTANA-MALWA	...	441	...	...	8,699	...	5,431,491	...	...	...	
XLII	SOUTHERN-MAHRATTA	...	(a) 219	...	...	(b) 5,587	...	3,712,158	...	...	...	(a) Excluding the tender of a condemned engine, but including three locomotives fitted with Westinghouse brakes.
XLV	SOUTH INDIAN	20	184	90	38	4,155	492,482	3,497,974	9·80	2·99	13·79	(b) Including 19 vehicles fitted with Westinghouse brakes.
XLVII	ASSAM-BENGAL	34	10	104	...	954	(c)	264,849	77·27	9·83	...	(c) Brakes not yet brought into use.
XLVIII	BURMA†	...	145	...	...	4,213	...	2,477,827	...	...	...	
	State line worked by the State.											
XLIX	EASTERN BENGAL—											
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	13	66	101	25	2,198	230,128	1,536,897	16·46	5·42	14·97	
	DACCA SECTION	...	12	...	...	323	...	178,238	...	...	...	
	Assisted companies.											
LI	DEOGHUR	...	3	...	...	20	...	12,184	...	...	...	
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	27	...	...	834	...	461,507	...	...	...	
LIII	BENGAL DOOARS	...	4	...	...	105	...	46,385	...	...	...	
LIV	DIBRU-SADIYA	...	18	...	...	858	...	188,920	...	...	...	
	Lines owned and worked by native states.											
LXVI	JODHPORE-BICKANEER	...	17	...	...	301	...	358,808	...	...	...	
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	33	...	...	1,119	...	595,086	...	...	...	
	TOTAL METRE GAUGE	67	1,289	295	63	32,727	712,605	20,549,669	4·94	1·06	3·47	

* Excluding cranes.

† The working of this line has been transferred to a company from the 1st September 1896.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1896 in accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	EAST INDIAN	*23	56	79	
III	BENGAL-NÁGPUR	...	20	20	
IV	INDIAN MIDLAND	...	20	20	
	State lines worked by the State.				
XI	NORTH WESTERN	78	(a) 96	174	(a) Of these, 27 are bogie carriages.
XIII	OUDH AND ROHILKHAND	...	36	36	
XIV	EASTERN BENGAL	16	(b) 22	38	(b) Including 10 intermediate and third class composites converted from third class carriages.
XVI	EAST COAST	(c) 3	(d) 12	15	(c) Composite third and intermediate with bath rooms.
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA	...	113	113	(d) In each of two of these one-sixth is postal.
XIX	BOMBAY, BARODA AND CENTRAL INDIA	6	15	21	
XX	MADRAS	...	48	48	
	Line owned by native state and worked by company.				
XXXII	THE NIZAM'S GUARANTEED STATE	...	14	14	
	METRE GAUGE.				
	State lines worked by companies.				
XXXVIII	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	...	25	25	
	COMPANY'S SECTION				
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	(e) 5	...	5	(e) Composite intermediate and third class carriages with latrine accommodation in both compartments.
XL	RAJPUTANA-MALWA	...	55	55	
XLII	SOUTHERN MAHRATTA	...	(f) 57	57	(f) Of these, 7 are bogie carriages.
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)				
XLV	SOUTH INDIAN	8	34	42	
XLVII	ASSAM-BENGAL	...	4	4	
XLVIII	BURMA*	(g) 5	30	35	(g) Bogie second and third class carriages.
	State line worked by the State.				
XLIX	EASTERN BENGAL—				
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia, 2' 6" gauge, branch).	21	(h) 26	47	(h) Including 6 intermediate and third class composites, of which 3 converted from intermediate class carriages.
	DACCA SECTION	1	(i) 8	9	(i) Including 4 intermediate and third class composites, of which 3 converted from intermediate class carriages.
	Assisted companies.				
LI	DEOGHUR	...	(j) 1	1	(j) One compartment of a composite carriage.
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	(k) 3	...	3	(k) Composite intermediate and third class carriages with latrine accommodation in both compartments. The intermediate halves of two carriages have been set apart for the use of the Postal department.
LIV	DIBRU-SADIYA	...	6	6	
	Lines owned and worked by native states.				
LXVI	JODHPORE-BICKANEER—				
	JODHPORE SECTION	...	10	10	
	BICKANEER SECTION				
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	12	12	
LXIX	JETALSAR-RAJKOT				
	SPECIAL GAUGE.				
	Assisted company.				
LXXVI	DARJEELING-HIMALAYAN (2' 0")	...	2	2	

* The working of this line has been transferred to a company from the 1st September 1896.

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1896, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 13 and 14 of Chapter VIII), is Rs. 2,73,07,27,181, allocated as follows:

		Rs.	£
State railways—*vide* details on pages 84 to 87		1,65,17,73,472	...
State lines leased to companies,	pages 92 and 93	34,72,11,210	26,677,050
Guaranteed railways	pages 92 and 93	50,33,38,371	46,139,350
Assisted companies*	...	8,74,95,903	...
Native state lines	pages 89 to 91	11,58,42,623	...
Foreign lines†	...	1,70,07,996	...
		2,72,26,69,575	..
Surveys	page 88	49,73,509	...
Collieries	page 88	30,84,097	...
		2,73,07,27,181	

The figures for state railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue. In the case of the lines which have been acquired by the State from guaranteed railway companies, the figures are based on the purchase money (including *premia*) converted at the rate of £1=10 rupees *plus* outlay incurred by the State since the date of purchase.

For the state lines leased to companies and the guaranteed railways, the conversion of rupee outlay into sterling is made at the rates of exchange applicable in each case under the respective contracts.

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1896, *viz.*, Rs. 2,53,16,24,453, is given in statement No. 22 on pages 98 to 100 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details on pages 98 to 100	3,27,82,648
Add—South Behar railway (under construction)	30,88,026
Add—Southern Punjab railway (under construction)	1,30,67,048
Add—Tapti Valley railway (under construction)	8,390
Add—Bengal and North-Western railway (Company's section) (including lines under construction)	3,42,08,387
Add—Rohilkund and Kumaon Company's section (under construction)	1,391
Add—Ahmedabad-Parántij railway (under construction)	13,12,752
Add—Mymensingh-Jamalpur Subhankhali railway (under construction)	1,950
Add—Segowlie-Raksaul railway (under construction)	1,26,044
Add—Nílgiri railway (under construction)	18,92,610
Add—Bársi Light railway (under construction)	10,06,657
TOTAL	8,74,95,903
† As per details on page 100	1,69,48,987
Add—Karikal-Peralam railway (under construction)	59,009
TOTAL	1,70,07,996

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,979. Details for each railway will be found at foot of pages 84 and 85.

2. Up to the 31st December 1896, the total amount of sterling capital raised by the various guaranteed railway companies was £ 45,827,345, and for state lines leased to companies, £27,844,363, or in all £73,671,708 as under :

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XVIII. Great Indian Peninsula railway.	XIX. Bombay, Baroda and Central India railway.	XX. Madras railway.	TOTAL.
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4¾ per cent.	...	...	999,960	999,960
Share capital @ 4½ per cent.	...	...	500,000	500,000
Debentures @ 3½ per cent.	1,002,100	888,500	202,200	2,092,800
Debentures @ 3 per cent.	1,068,800	300,000	337,800	1,706,600
Debentures @ 2¾ per cent.	300,000	...	60,000	360,000
Debentures @ 2½ per cent.	300,000	749,400	...	1,049,400
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	67,558	29,568	12,039	109,165
TOTAL	25,439,908	9,517,768	10,869,669	45,827,345

The capital not bearing interest is made up thus:

	£	£
Premium on share capital and debentures		335,056
Discount on Debenture stock—		
Stock represented as shown above	2,701,450	
Cash received	2,475,559	
Discount		225,891
Balance excess premium		109,165

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II	III	IV	XXXIX	XLII	XLIII	XLVII	XLVIII	TOTAL.
	Bengal-Central railway.	Bengal-Nágpur railway.	Indian-Midland railway.	Lucknow-Bareilly section (Rohilkund and Kumaon railway).	Southern Mahratta railway (including Bellary-Kistna railway).	Mysore section (Southern Mahratta railway).	Assam-Bengal.	Burma.	
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent.	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	500,000	...	...	...	3,500,000	...	1,499,860	...	5,499,860
Share capital @ 2½ per cent.	...	...	...	...	...	...	...	1,721,758	1,721,758
Advances from money raised under Act 51 Vict., Cap. 5.	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3½ per cent.	...	...	1,000,000	147,000	688,100	...	...	...	1,835,100
Debentures @ 3 per cent.	...	1,500,000	1,000,000	...	255,000	...	500,000	...	3,255,000
Debentures @ 2½ per cent.	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2½ per cent.	...	500,000	832,900	...	...	...	...	...	1,332,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest	...	17,628	5,675	...	30,957	24,000	15,385	...	93,645
TOTAL	1,000,000	7,777,628	7,354,775	147,000	6,603,957	1,224,000	2,015,245	1,721,758	27,844,363

3. The following tables contain further information in detail regarding the capital transactions of the different railways :

STATEMENT No. 16.

Debenture loans on the 31st December 1896.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£				
XVIII	GREAT INDIAN PENINSULA	1,002,100		3½	30th June 1897.	
		1,068,800		3	30th June 1902.	
		300,000		2¾	31st December 1902	
		300,000		2½	30th June 1903.	
			2,670,900			
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	100,000		3½	1st April 1897.	
		232,000		3½	1st February 1898.	
		20,500		3½	1st August 1898.	
		536,000		3½	1st December 1898.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		500,000		2½	10th July 1903.	
			1,937,900			
XX	MADRAS	5,100		3	30th June 1897.	
		102,200		3½	31st December 1897.	
		100,000		3½	31st December 1898.	
		14,200		3	30th June 1899.	
		140,000		3	30th June 1900.	
		178,500		3	30th June 1902.	
		60,000		2¾	31st December 1902	
			600,000			
	TOTAL GUARANTEED .		5,208,800			
	Carried over .		5,208,800			

STATEMENT No. 16—*concld.*

Debenture loans on the 31st December 1896—concld.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	Remarks.
	Brought forward	...	5,268,800			
	State lines leased to companies.					
III	Bengal-Nágpur	1,234,400		3	18th February 1900	
		265,600		3	18th February 1902.	
		500,000		2½	10th July 1903.	
			2,000,000			
IV	Indian Midland	1,000,000		3¼	31st December 1897.	
		1,000,000		3	30th June 1901.	
		171,200		2¾	31st December 1902.	
		250,000		2½	31st December 1902.	
		582,900		2½	30th June 1903.	
			3,004,100			
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon) The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3¼	1st July 1898.	
XLII	Southern Mahratta	88,100		3¼	1st October 1898.	
		600,000		3¼	1st April 1899.	
		255,000		3	1st October 1901.	
			943,100			
XLVII	Assam-Bengal	...	500,000	3	4th July 1902.	
	Total state		6,594,200			
	Purchased by the State.					
I	East Indian	150,000		2½	27th July 1902.	
		300,000		2½	19th June 1904.	
			450,000			
	Grand Total		12,253,000			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.									
	Open lines.									
	I. East Indian.	V. Bhopal-Itársi (British section).*	VI. Godhra-Rutlam-Nágdá.	VII. Wardha Coal.	VIII. Dhond-Manmád.	IX. Bezwada extension (East Coast).	X. Madras-Ennúr section (Bezwada-Madras).	XXXVIII. Bengal and North-Western (Tirhoot section).	XXXIX Lucknow-Bareilly section (Rohilkund and Kumaon).	XL. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	37,20,00,000	...	...	...	...	...	...	...	...	...
Overdrawn capital	26,45,269	...	...	...	...	...	...	...	...	...
Preliminary expenses	2,66,247	...	1,80,422	91,642	1,28,698	15,319	2,263	1,83,608	1,28,279	22,71,635
Land	12,93,588	...	31,491	4,745	99,005	47,109	97,233	10,77,895	1,49,359	13,22,922
Formation	16,35,552	...	59,83,777	3,02,318	9,14,803	1,75,612	34,738	10,96,185	2,98,171	72,76,525
Bridgework	62,78,477	...	41,31,978	10,51,024	21,98,670	1,07,439	32,041	41,70,544	4,79,483	2,16,25,104
Fencing, etc.	7,17,373	...	2,66,770	2,24,499	4,80,114	19,878	42,210	9,17,685	95,675	28,60,023
Electric telegraph	...	...	4,065	...	...	...	...	13,302	...	...
Ballast and permanent-way.	1,41,10,439	...	46,34,626	17,51,227	50,21,835	6,17,046	2,86,090	80,65,140	22,62,741	3,72,05,852
Stations and buildings	76,60,240	...	13,11,686	3,69,096	8,94,979	3,08,534	56,481	32,13,331	5,96,221	1,82,59,307
Colliery works	10,49,286	...	...	...	...	...	...	...	...	...
Plant	15,25,791	...	56,708	2,19,460	1,87,833	9,464	8,653	5,75,929	1,15,281	30,39,701
Ferries	8,32,145	...	...	...	...	...	...	5,45,099	...	...
Rolling-stock	98,68,394	...	...	3,79,332	17,298	20,384	...	36,64,353	6,57,002	2,14,45,238
General charges	16,35,911	...	7,77,308	4,52,588	7,76,472	1,17,275	18,851	14,01,827	3,06,580	83,44,618
Suspense accounts	90,54,389	...	99,431	...	12,072	...	...	6,24,866	...	43,91,062
Exchange	...	...	...	1,90,918	6,56,990	...	...	7,84,690	42,150	50,75,830
Deduct—										
Receipts on capital account.	*9,13,084*	...	*11,678*	*40,544*	*15,719*	*2,472*	...	*91,290*	*9,803*	*2,76,053*
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	*91,18,159*	...	...	...	...	...	...	...	...	...
TOTAL	§42,05,41,858	22,71,877	1,74,66,584	49,96,305	1,13,73,050	14,35,588	5,78,560	2,62,43,155	51,21,139	13,28,41,764

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itársi railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government
‡ Including Rs. 73,15,124 outlay on gradient improvements. The total outlay is made up of Rs. 34,75,96,515 on commercial section and

	East Indian. Rs.	South Indian. Rs.
§ Total cost to the State in acquiring guaranteed lines, *plus* subsequent outlay (1)	42,05,41,858	8,34,96,484
Deduct—" Purchase of line " and " Overdrawn capital " as shown above	*37,46,45,269*	*5,69,25,570*
Less undrawn capital at the time of purchase	...	*—24,296*
	4,58,96,589	2,65,95,210
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,682	5,01,68,115
Total expenditure incurred on the construction of line to the 31st December 1896 (2)	38,54,11,271	7,67,63,325
Difference between (1) and (2)	3,51,30,587	67,33,159

No. 17.

appropriated to the various undertakings to the 31st December 1896.

BY COMPANIES.								STATE LINES WORKED BY THE STATE.			
METRE GAUGE.								STANDARD GAUGE.			
Open lines.						*Under construction.*		*Open lines.*			
XLI. Pálanpur-Deesa (British section).	XLIII. Guntakal-Mysore frontier.	XLV. South Indian.	XLVI. Máyavaram-Mutupet.	XLVIII. Burma.	Bellary-Kistna.†	XLVII. Assam-Bengal.	XLVIII. Burma (Maudalay-Kunlon section).	XI. North Western ‡	XII. Hyderabad-Shadipalli.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
....	...	5,69,25,570	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749
...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,483
...	59,327	4,79,451	16,171	10,66,640	2,24,761	...	3,85,058	33,05,507	36,250	76,774	1,35,778
...	28,270	3,84,377	1,80,905	11,32,073	83,002	...	2,050	26,80,272	25,365	2,27,506	23,40,396
...	7,89,879	30,51,308	2,39,618	97,80,980	32,25,779	...	4,08,636	5,48,21,716	1,39,768	5,00,546	10,00,048
...	20,32,615	64,87,471	8,51,857	1,21,08,246	19,50,678	...	68,495	8,28,00,526	2,75,131	38,97,849	25,60,048
...	56,997	2,41,473	28,940	27,68,610	1,04,683	...	113	36,18,729	18,987	4,61,191	3,89,987
...	1,345	18,144	2,585	9,238	...	...	...	1,68,362	...	...	...
...	18,24,347	65,66,460	6,59,528	2,06,46,247	28,64,839	...	1,85,017	9,08,28,861	9,78,891	46,54,585	36,79,240
...	4,70,327	22,29,597	1,82,888	74,66,544	12,84,829	...	1,14,411	2,67,15,767	1,58,851	17,33,580	39,72,310
...	...	...	...	...	...	...	...	...	...	...	...
...	28,581	4,42,899	13,508	14,82,459	7,49,875	...	...	82,38,942	19,519	70,796	4,16,356
...	...	...	...	6,91,823	...	...	...	6,07,234	26,907	...	4,00,255
...	6,14,522	54,28,301	...	1,03,88,236	8,15,118	...	2,71,147	3,74,99,537	3,577	15,28,121	48,72,048
...	...	22,54,136	2,73,580	65,46,966	15,74,427	...	3,57,028	2,12,66,888	1,17,521	4,71,148	13,96,145
...	...	26,71,371	100	14,68,615	32,29,347	...	2,91,194	1,28,19,231	...	23,96,607	22,32,117
...	...	2,42,360	...	12,50,610	4,91,090	...	...	94,55,880	...	...	2,24,460
...	*52*	...	...	*2,17,933*	*20,012*	...	*370*	*25,61,093*	*68*	*1,75,486*	*2,34,412*
...	...	*39,26,434*	...	...	...	...	...	*48,36,651*	...	*33,02,053*	*7,27,880*
2,32,746	59,00,158	§ 8,34,96,484	24,49,680	(b) 7,65,89,354	1,65,78,416	(a) 2,00,01,883	(b) 20,83,779	§ 49,03,91,422	18,00,799	§ 11,59,01,654	§ 7,22,37,128

(a) Expenditure charged to Part I of the Capital account, Rs. 29,79,513 and to Part II, Rs. 1,70,22,370. Details of the latter amount cannot be given. omit this expenditure from the capital account of the railway.
after the transfer of the line.
Rs. 14,27,94,907 on military section.

North Western.	Oudh and Rohilkhand.	Eastern Bengal.	TOTAL.
Rs.	Rs.	Rs.	Rs.
49,03,91,422	11,59,01,654	7,22,37,128	1,18,25,68,546
14,99,61,714	*10,33,60,490* } *−8,41,469.*	*4,45,60,239*	*79,94,73,275* } *−8,65,755*
...		...	
34,74,29,708	1,33,82,623	2,76,56,896	40,09,61,026
12,37,10,013	9,16,17,643	3,56,60,089	64,06,79,541
47,11,39,720	10,50,00,266	6,33,16,985	1,10,16,31,567
1,92,51,702	1,09,01,388	89,20,143	8,09,36,979

(b) Outlay to the 31st August 1896; subsequent outlay included in statement No. 12.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED BY THE STATE—*concld.*							
	STANDARD GAUGE—*concld.*					METRE GAUGE.		
	Open lines—concld.		*Under construction.*			*Open lines.*		
	XV. Calcutta Port Commissioners'.	XVI. East Coast.	XVII. Ennúr-Bezwada section (Bezwada-Madras).	Rae Bareli-Benares.	Mári-Attock.	XLIX. Eastern Bengal. Northern and Behar sections (including the Kaunia-Dharlia, 2′ 6″ gauge, branch).	XLIX. Eastern Bengal. Dacca section.	L. Cawnpore-Burhwal (metre gauge link).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...
Preliminary expenses	13,432	3,67,155	1,44,949	52,844	2,60,567	1,97,091	1,27,793	31,729
Land	41,43,527	14,94,703	4,07,747	1,37,518	1,56,292	13,30,526	5,32,185	48,024
Formation	4,20,196	58,48,367	6,91,535	2,37,277	38,90,177	34,12,998	6,98,047	1,36,477
Bridgework	4,25,443	1,32,84,922	12,70,273	3,45,010	27,24,827	77,82,073	5,90,702	2,67,037
Fencing, etc.	52,021	3,81,674	5,095	60,114	1,504	10,92,579	1,08,963	92,425
Electric telegraph	...	...	...	...	...	...	...	...
Ballast and permanent-way	8,87,668	1,83,08,609	3,61,641	2,75,619	9,13,441	1,04,71,103	17,79,739	11,70,911
Stations and buildings	3,65,320	28,79,449	4,567	1,13,614	1,31,586	44,27,107	12,68,206	2,64,877
Colliery works	...	...	...	...	...	...	...	...
Plant	...	7,83,774	...	...	775	12,26,435	2,18,981	4,648
Ferries	...	4,89,082	...	...	...	9,75,570	...	...
Rolling-stock	7,12,540	69,40,004	21,192	...	7,000	53,17,548	7,54,865	...
General charges	4,028	35,45,267	5,89,860	1,63,224	6,20,557	30,43,924	3,63,574	1,00,751
Suspense accounts	...	17,89,977	32,55,528	5,65,834	12,22,303	...	...	36,286
Exchange	...	...	...	...	...	11,46,540	3,06,530	...
Deduct—								
Receipts on capital account	...	*55,479*	*226*	*71*	*7,386*	*2,74,856*	*10,416*	*716*
Deduct—								
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...
TOTAL	70,24,175	5,60,57,504	67,52,161	19,50,983	99,21,643	4,01,48,938	67,39,174	21,52,449

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.

† In abeyance.

‡ The expenditure on the Pátri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the

§ Deducting the total difference (Rs. 6,09,36,979) shown in foot note § on page 85, the figures are Rs. 1,57,08,36,493.

No. 17—*contd.*

ppropriated to the various undertakings to the 31st December 1896—contd.

Special gauge.	Unclassified expenditure.										
Open line.											
LXXV. Jorhát (2′ 0″).	Frontier railway reserve material	Peshawar railway reserve material.	Southern Mahratta.	Biláspur-Etawah survey.	Vizagapatam-Raipur.†	Ránaghat-Bhagwangola.†	Nágpur-Chattisgarh depreciation account.	Petroleum operations, Baluchistan	Stores suspense balances.	Pátri.‡	Total State lines.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	71,65,33,053
...	...	...	...	...	...	...	...	...	...	...	59,40,222
388	...	...	...	75,132	2,45,035	83,816	...	1,12,024	...	...	1,07,65,890
6,131	...	...	...	...	...	1,01,972	...	...	...	...	1,95,66,183
81,469	...	...	...	...	...	90,698	849	...	...	...	10,71,78,049
65,245	...	...	...	...	...	...	1,46,285	...	...	...	18,00,09,493
2,999	...	...	...	...	...	...	...	...	...	...	1,51,11,611
...	...	...	...	...	...	...	...	...	...	...	2,17,041
3,16,749	...	...	...	...	...	...	2,83,197	...	...	...	24,66,11,688
89,452	...	...	...	...	...	...	23,726	7,174	...	...	8,65,74,057
...	...	...	...	...	...	...	...	...	...	...	10,49,286
55,723	...	...	...	...	...	546	2,718	...	...	...	1,94,95,343
...	...	...	...	...	...	...	...	...	...	...	45,68,115
1,56,538	...	...	...	...	...	...	2,00,275	...	...	...	11,15,82,570
41,248	33,385	...	...	...	...	25,681	...	...	...	...	5,66,20,768
52,482	43,62,033	3,67,759	...	...	...	...	...	...	21,33,810	...	5,30,76,414
...	...	...	...	...	...	...	...	...	...	...	1,98,68,048
3,124	22	...	...	...	...	*263*	*12*	*11*	*2,520*	...	*49,25,171*
...	...	...	...	...	...	...	...	...	...	...	*2,19,11,177*
8,65,300	43,95,396	3,67,759	5,27,070	75,132	2,45,035	3,02,450	6,57,038	1,19,187	21,31,290	8,08,405	1,65,17,73,472 §

ombay, Baroda and Central India railway in the statement on page 98.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	Surveys (excluding abandoned surveys).			Collieries.*		
	Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...
Preliminary expenses	3,16,235	46,55,937	49,72,172	...	...	...
Land	...	...	...	...	...	...
Formation	...	...	...	...	...	...
Bridgework	...	...	...	...	...	...
Fencing, etc.	...	...	...	...	...	...
Electric telegraph	...	...	...	...	...	...
Ballast and permanent-way	...	...	...	...	...	...
Stations and buildings	...	...	...	...	...	...
Colliery works	...	...	...	10,77,919	4,58,024	15,35,943
Plant	...	...	...	2,60,709	5,29,603	7,90,312
Ferries	...	...	...	...	...	...
Rolling-stock	...	...	...	26,491	13,795	40,286
General charges	...	...	...	8,537	66,275	74,812
Suspense accounts	3,731	982	4,713	5,32,431	1,00,108	6,32,539
Exchange	...	...	...	12,042	60	12,102
Deduct—						
Receipts on capital account	*59*	*3,324*	*3,376*	*1,806*	*91*	*1,897*
Deduct—						
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...
Deduct—						
Contribution towards the construction of the Bhopal-Itársi and Pálanpur-Deesa railways by the Government of India.	...	...	...	...	...	...
TOTAL ...	3,19,914	46,53,595	49,73,509	19,16,623	11,67,774	30,84,097

* The expenditure on collieries is included in this statement

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1896—contd.

Grand total State lines, Surveys and Collieries.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
	STANDARD GAUGE.									METER GAUGE.	
	Open lines.									*Open lines.*	
	XXVII Khámgaon.	XXVIII Amráoti.	XXIX Bina-Goona.	XXX Bhopal-Ujjain.	XXXI Bhopal-Itársi (Native state section).	XXXII The Nizam's Guaranteed state.	XXXIII Nágdá-Ujjain.	XXXIV The Gaekwar's Petlád.	XXXV Kolar Goldfields.	XLI Pálanpur-Deesa (Native state section).	LX The Gaekwar's Mehsána.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
71,65,33,053	...	...	...	...	...	2,30,30,382	...	...	...	...	...
59,40,222	...	...	...	...	...	...	...	...	...	...	...
1,57,38,062	369	11,799	57,631	94,757	...	1,88,029	10,938	7,991	6,268	1,973	10,066
1,95,66,188	1,116	2,450	...	2,771	15,667	...	....	...	13,402	...	...
10,71,78,049	44,036	20,377	4,58,653	8,03,581	15,90,295	14,57,731	1,33,583			64,414	3,04,463
18,00,09,493	57,808	62,106	10,34,889	17,21,141	18,68,017	11,55,753	4,45,803	91,849	2,34,537	59,429	5,70,839
1,51,11,611	7,366	11,699	2,33,072	74,633	2,03,951	1,89,900	6,110			9,537	58,188
2,17,041	...	...	...	24,744	407	...	479	...	...	...	...
24,66,11,688	3,10,958	2,42,563	25,11,231	36,74,757	23,09,748	64,50,730	12,60,685	4,22,465	3,49,641	2,09,667	16,83,761
8,65,74,057	53,602	52,372	2,57,569	3,12,034	8,27,033	18,44,073	53,525	1,52,808	97,206	51,147	4,23,379
25,85,229	...	...	...	...	...	...	...	...	...	...	...
2,02,85,658	3,503	3,016	5,316	10,327	43,095	5,06,495	1,228	...	6,616	6,672	33,139
45,68,115	...	...	...	...	...	...	...	...	...	...	...
11,16,22,856	11,669	8,641	22,259	...	55,651	41,34,280	...	...	...	...	16,026
5,66,95,580	31,967	29,709	4,18,297	6,84,520	3,62,124	11,17,200	1,58,900	38,218	39,557	14,907	1,61,587
5,37,18,666	453	6,387	...	3,79,724	...	7,50,214	...	9,785	16,795	...	...
1,98,80,150	...	...	...	...	...	...	...	...	...	...	...
49,30,444	*244*	...	...	*5,385*	*4,111*	...	...	...	*19,018*	...	...
2,19,11,177	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	*22,71,877*	...	...	...	...	*2,32,746*	...
1,65,98,31,078	5,22,603	4,51,119	(a) 54,15,146	77,77,604	50,00,000	4,08,24,737	20,71,251	7,23,116	7,45,004	1,85,000	32,61,448

as it has been charged to railway grants.
(a) Includes Rs. 4,16,229 expended on the Goona-Bara section, under construction, not detailed.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—*concld.*							LINES OWNED BY NATIVE AND WORKED BY RAILWAY	
	METRE GAUGE—*concld.*					SPECIAL GAUGE.		STANDARD GAUGE.	
	Open lines—concld.			*Under construction.*		*Open line.*	*Under construction.*	*Open lines.*	
	LXI Kolhápur.	LXII Yesvantpur-Mysore frontier.	LXIII Mysore Nanjangúd.	LXIV Birur-Shimoga.	LXV Hyderabad-Gódávari Valley.	LXXVIII The Gaekwar's Dabhoi (2′ 6″).	LXXIX Anklesvar-Párdi section, (Rajpipla) (2′ 6″).	XXXVI Rájpura-Bhatinda.	XXXVII Jammu and Kashmir (Native state section).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...	...
Preliminary expenses	13,858	66,466	15,210	16,117	3,74,350	36,978	12,605	59,422	23,934
Land	29,203	25,085	3,005	212	...	...	...	46,491	...
Formation	2,68,590	5,42,474	1,34,407	2,072	...	3,95,798	55,001	2,75,951	34,955
Bridgework	11,22,548	5,46,629	83,281	...	...		88,938	5,39,735	1,35,428
Fencing, etc.	41,668	65,247	19,613	...	...		281	1,99,308	2,176
Electric telegraph	...	...	...	...	...	...	...	...	13,761
Ballast and permanent-way.	4,91,138	8,53,365	2,43,693	984	...	8,86,568	1,14,985	41,56,212	5,70,755
Stations and buildings	2,29,257	1,24,813	56,966	2,101	...	2,53,075	13,597	10,64,195	1,13,222
Colliery works	...	...	...	...	...	...	...	...	...
Plant	7,059	35,896	5,651	8,041	...	7,993	1,417	82,215	5,335
Ferries	...	...	...	...	...	...	...	...	...
Rolling-stock	...	...	...	...	...	2,80,276	1,00,886	...	...
General charges	1,02,591	1,43,378	39,931	10,581	...	1,37,445	21,431	2,68,610	60,444
Suspense accounts	...	*—6,984*	7,923	2,50,276	...	76,623	...	8,787	...
Exchange	...	...	...	...	...	...	...	...	...
Deduct—									
Receipts on capital account.	...	*1,607*	...	*159*	...	...	...	*5,116*	...
Deduct—									
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...
Deduct—									
Contribution towards the construction of the Bhopal-Itársi and Pálanpur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...	...
TOTAL	23,05,912	23,94,762	6,09,680	2,90,226	3,74,350	20,74,756	4,09,141	66,95,813	9,60,010

No. 17—*concld.*

appropriated to the various undertakings to the 31st December 1896—concld.

STATES STATE AGENCY.	LINES OWNED AND WORKED BY NATIVE STATES.								
SPECIAL GAUGE.	METRE GAUGE.						SPECIAL GAUGE.		TOTAL NATIVE STATES.
Open line.	*Open lines.*					*Under construction.*	*Open line.*	*Under construction.*	
LXXX Cooch Behar (2′6″).	LXVI Jodhpore-Bickaneer. Jodhpore section.	LXVI Jodhpore-Bickaneer. Bickaneer section.	LXVII Oodeypore-Chitor.	LXVIII Bhávnagar-Gondal-Junágarh-Porbandar.	LXIX Jetalsar-Rájkot.	LXX Rájkot-Jámnagar.	LXXXI Morvi (2′6″).	LXXXII Gwalior-Sipri.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	2,30,30,382
...	...	...	...	...	...	...	...	...	...
9,764	44,502	7,826	6,931	1,19,443	14,238	19,168	18,134	2,166	12,50,932
10,615	1,621	...	...	58,412	15,127	...	1,172	...	2,26,352
93,296	2,49,758	81,424	1,57,552	17,05,672	2,45,014	1,62,598			
97,269	2,18,061	5,673	1,56,376	43,49,117	2,29,984	3,48,925	6,92,266	...	2,64,85,078
1,000	2,651	338	7,983	83,294	59,664	9,303			
...	1,16,051	15,747	...	11,774	...	...	...	...	1,82,963
2,79,475	44,38,050	6,81,990	8,14,495	50,36,544	6,79,741	2,86,345	11,05,253	...	4,00,65,799
48,526	3,71,809	64,733	1,11,398	24,25,224	1,80,405	54,802	45,888	...	92,84,759
...	...	...	...	...	...	...	...	...	...
11,668	49,625	5,760	6,705	3,40,811	15,640	20,726	14,507	...	12,37,956
3,618	...	...	...	...	...	...	...	...	3,618
1,35,045	8,95,180	99,364	2,25,008	23,12,348	...	1,80,023	3,85,967	...	88,62,573
53,258	91,020	10,439	77,273	8,80,129	82,977	55,090	1,02,847	...	51,94,430
23,200	...	...	...	2,53,532	6,475	3,55,562	18,511	...	21,57,263
...	...	...	...	...	...	...	...	...	...
...	...	...	...	*12,404*	...	*815*	*2,230*	...	*51,089*
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	*25,04,623*
7,66,734	64,78,328	9,73,294	15,63,721	1,75,63,395	15,29,265	14,91,727	23,82,315	2,166	11,58,42,623

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1896.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
		£	£	£	£	£
	Guaranteed.					
XVIII	GREAT INDIAN PENINSULA	20,000,000	2,970,900	(a)2,701,450	293,449	25,965,799
XIX	BOMBAY, BARODA AND CENTRAL INDIA . . .	7,550,300	1,937,900	...	29,568	9,517,768
XX	MADRAS	10,257,630	800,000	...	12,039	11,069,669
	TOTAL . .	37,807,930	5,708,800	2,701,450	335,056	46,553,236
	State lines leased to companies.					
II	BENGAL-CENTRAL	500,000	(b)500,000	...	...	1,000,000
III	BENGAL-NÁGPUR	3,000,000	1,600,000	...	8,150	4,608,150
	BENGAL-NÁGPUR EXTENSIONS	...	400,000	...	9,478	409,478
IV	INDIAN MIDLAND	3,000,000	(c)3,000,000	...	4,964	6,004,964
	INDIAN MIDLAND—SAUGOR-KATNI SECTION . .	...	250,000	...	711	250,711
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	147,000	...	...	147,000
XLII	SOUTHERN MAHRATTA	3,500,000	943,100	...	30,957	4,474,057
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA) . .	...	...	1,200,000	24,000	1,224,000
XLVII	ASSAM-BENGAL	1,500,000	500,000	...	15,885	2,015,885
XLVIII	BURMA RAILWAYS	2,000,000	...	...	...	2,000,000
	TOTAL . .	13,500,000	7,340,100	1,200,000	93,645	22,133,745
	Grand Total . .	51,307,930	13,048,900	3,901,450	428,701	68,686,981

(a) This debenture stock was raised at a discount.
(b) Replaced by advances raised under Act 51 Vict., cap. 5.
(c) To be raised by the issue of shares or of debentures or otherwise.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised, and the amount withdrawn to the 31st December 1896.

Amount raised by the companies and advanced by the Secretary of State in England to the 31st December 1896.					Amount raised in India to the 31st December 1896.		Total amount raised to the 31st December 1896.	Total amount withdrawn to the 31st December 1896.
Share capital.	*Debentures.* Cash received.	*Debenture stock.* Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict., cap. 5.	Share Capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,103	2,670,900	(a) 2,475,559	218,520	...	496,897	74,929	25,439,908	25,577,674
7,528,628	1,937,900	...	29,568	...	21,672	...	9,517,768	9,456,068
10,257,630	600,000	...	12,039	...	...	...	10,869,669	11,105,608
37,289,361	5,208,800	2,475,559	260,127	...	518,569	74,929	45,827,345	46,139,350
500,000	...	...	...	500,000	...	...	1,000,000	866,833
3,000,000	1,600,000	...	8,150	2,760,000	...	...	(d) 7,368,150	7,634,288
...	400,000	...	9,478	...	...	...	409,478	662,425
3,000,000	2,754,100	...	4,964	1,345,000	...	...	7,104,064	7,038,540
...	250,000	...	711	...	...	...	250,711	277,100
...	(e) 147,000	...	...	...	...	...	(e) 147,000	(e) 283,306
3,491,540	943,100	...	30,923	2,129,900	8,460	34	(f) 6,603,957	(f) 6,537,872
...	...	1,200,000	24,000	...	...	...	1,224,000	1,128,776
1,499,860	500,000	...	15,385	...	...	...	2,015,245	2,048,099
1,721,758	...	...	...	...	...	...	1,721,758	199,811
13,213,158	6,594,200	1,200,000	93,611	6,734,900	8,460	34	27,844,363	26,677,050
50,502,519	11,803,000	3,675,559	353,738	6,734,900	527,029	74,963	73,671,708	72,816,400

(d) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 373,377.
(e) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £160,837. Expenditure in excess of this capital has been, and is being for the present, advanced in India.
(f) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1889.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1895.	Sums advanced to the companies on the 31st December 1895.	From the 1st Amount In		
				Share capital.	Debentures.	Debenture stock.
	Guaranteed.	£	£	£	£	£
XVIII	GREAT INDIAN PENINSULA	112,103	...	...	143,800	...
XIX	BOMBAY, BARODA AND CENTRAL INDIA .	...	40,286	...	500,000	...
XX	MADRAS	...	12,080	...	...*	...
	TOTAL .	112,103	52,366	...	643,800	...
	State lines leased to companies.					
II	BENGAL CENTRAL	172,583	...	...	...	...
III	BENGAL-NÁGPUR	...	322,634	...	100,000	...
	BENGAL-NÁGPUR EXTENSIONS	...	24,538	...	400,000	...
IV	INDIAN MIDLAND	49,117	...	...	...	...
	INDIAN MIDLAND—SAUGOR-KATNI SECTION .	...	...	...	250,000	...
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	...	108,578	...	...	...
XLII	SOUTHERN MAHRATTA	107,101	...	...	...	...
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA) . .	109,107	...	...	...	...
XLVII	ASSAM-BENGAL	71,007	...	30,612	...	...
XLVIII	BURMA RAILWAYS	...	...	1,721,758	...	...
	TOTAL .	508,915	455,750	1,752,370	750,000	...
	GRAND TOTAL .	621,018	508,116	1,752,370	1,393,800	...

* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies.

during the year ended the 31st December 1896.

JANUARY TO THE 31ST DECEMBER 1896.								
received.				Amount withdrawn.			Total received during the year ended the 31st December 1896.	Total withdrawn during the year ended the 31st December 1896.
England.		*In India.*		*In England.*		*In India.*		
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
3,375	...	...	...	192,707	443,800	—*239,463*	147,175	397,044
11,149	...	...	...	255,295	100,600	53,268	511,149	409,163
...	...	...	...	65,388	200,000	—*41,529*	...	223,859
14,524	...	...	...	513,390	744,400	—*227,724*	658,324	1,030,065
...	...	...	...	22,568	...	16,848	...	39,416
2,369	...	...	...	26,656	...	19,217	102,369	45,873
9,478	...	...	...	291,332	...	346,555	409,478	637,887
2,948	...	...	...	23,632	...	—*37,091*	2,948	—*13,459*
711	...	...	...	161,680	...	115,430	250,711	277,100
...	...	...	...	4,726	...	9,165	...	13,891
...	...	...	...	34,340	...	6,676	...	41,016
...	...	...	...	...	...	13,883	...	13,883
...	...	...	...	98,821	...	35,652	30,612	134,473
...	...	...	...	95,171	...	104,640	1,721,758	199,811
15,506	...	...	...	758,926	...	630,965	2,517,876	1,389,891
30,030	...	...	...	1,272,316	744,400	403,241	3,176,200	2,419,957

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1897.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3 339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742 851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	*—345,750*	477,245
1873-74	1,028,032	*—334,979*	693,053
1874-75	1,174,893	*—86,982*	1,087,911
1875-76	1,151,585	*—200,779*	950,806
1876-77	1.222,846	*—507,387*	715,459
1877-78	1,792,483	*—469,678*	1,322,805
1878-79	1,786,235	*—773,619*	1,012,623
1879-80	1,256,417	*—906,857*	349,560
1880-81	941,781	*—506,992*	434,789
1881-82	1,041,022	*—351,482*	689,540
1882-83	1,046,483	*—635,610*	410,873
1883-84	1,473,138	*—135,218*	1,337,920
1884-85	1,391,270	*—256,211*	1,135,059
1885-86	1,628,033	*—403,928*	1,224,105
1886-87	862,685	*—620,359*	242,326
1887-88	991,936	*—343,364*	648,572
1888-89	969,816	*—350,938*	618,878
1889-90	905,798	*—565,970*	339,828
1890 91	944,842	*—475,463*	469,379
1891-92	597,117	*—551,226*	45,891
1892-93	526,181	*—455,927*	70,254
1893-94	463,481	*—394,191*	69,290
1894-95	501,142	*—183,580*	317,562
1895-96	547,844	*—229,595*	318,249
Total withdrawals to end of 1895-96	61,749,568	43,415,994	105,165,562
Deduct—Withdrawals by the East Indian Railway Company	*12,276,504*	*18,620,297*	*30,896,801*
Withdrawals by the Eastern Bengal Railway Company	*1,770,750*	*1,474,100*	*3,244,850*
Withdrawals by the Sind, Punjab and Delhi Railway Company	*6,226,076*	*4,853,607*	*11,079,683*
Withdrawals by the Oudh and Rohilkhand Railway Company	*4,358,107*	*4,910,204*	*9,268,311*
Withdrawals by the South Indian Railway Company	*3,831,129*	*932,278*	*4,763,407*
Total deductions	*28,462,566*	*30 790,486*	*59,253,052*
Net withdrawals to end of 1895 96	33,287,002	12,625,508	45,912,510
Add—Withdrawals during 1896-97 (partly estimated)	511,500	*—206,300*	305,200
Net withdrawals to end of 1896-97	33,798,502	12,419,208	46,217,710

STATEMENT No. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1897.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,311	783,734
Total expenditure to end of 1895-96	8,061,653	17,459,914	25,521,567
1896-97 (Revised estimate)	1,007,700	1,124,900	2,132,600
TOTAL ...	9,069,353	18,584,814	27,654,167

STATEMENT No. 22.

Capital outlay on open lines of railway on the 31st December 1896 and the average cost per mile, excluding branches and extensions of the open system still under construction.*

Classification No.	RAILWAY.	Length of line open on the 31st December 1896. (From statement No. 32, pages 138—141).	Total length of single track, including sidings, on the 31st December 1896. (From statement No. 32, pages 138—141).	Capital outlay on open line to the 31st December 1896 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1896.	Amount at debit of suspense (open line) on the 31st December 1896.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense (see also statement No. 26).
					Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
I	EAST INDIAN	1,701·11	2,632·33	37,39,36,716	2,19,819	1,42,055	9,40,616	1,00,29,816	38,49,07,148
III	BENGAL-NÁGPUR	860·88	960·26	9,71,96,278	1,12,903	1,01,219	...	20,40,290	9,92,36,568
IV	INDIAN MIDLAND	679·56	765·36	8,65,53,993	1,27,368	1,13,089	...	14,27,747	(a) 8,79,81,740
V	BHOPAL-ITÁRSI (BRITISH SECTION)	13·11	16·12	22,71,877	1,73,293	1,40,935	...	...	22,71,877
VI	GODHRA-RUTLAM-NÁGDÁ	140·91	155·23	1,73,67,153	1,23,250	1,11,880	...	99,431	1,74,66,584
VII	WARDHA COAL	44·88	50·92	49,96,305	1,11,326	98,121	...	...	49,96,305
VIII	DHOND-MANMÁD	145·44	159·68	1,13,60,978	78,114	71,148	...	12,072	1,13,73,050
IX	BEZWADA EXTENSION (EAST COAST STATE)	20·58	21·54	14,35,588	69,756	66,648	...	...	14,35,588
X	MADRAS-ENNÛR SECTION (BEZWADA-MADRAS)	8·45	10·56	5,78,560	68,469	54,736	...	...	5,78,560
	TOTAL	3,614·92	4,772·00	59,56,97,448	1,64,788	1,24,832	9,40,616	1,36,09,356	61,02,47,420
	State lines worked by the State.								
XI	NORTH WESTERN	(b) 2,713·91	3,453·05	44,99,05,740	(c) 1,60,693	1,30,292	44,02,058	1,28,19,231	46,71,27,029
XII	HYDERABAD-SHADIPALLI	58·91	64·05	17,73,893	30,112	27,696	26,906	...	18,00,799
XIII	OUDH AND ROHILKHAND	812·37	936·32	10,27,69,446	1,26,506	1,09,759	...	22,30,820	10,50,00,266
XIV	EASTERN BENGAL	250·00	413·04	5,93,02,285	2,37,209	1,43,575	17,82,583	22,32,117	6,33,16,985
	BENGAL CENTRAL	125·01	145·84	1,01,65,840	81,320	69,705	...	6,84,528	1,08,50,368
XV	CALCUTTA PORT COMMISSIONERS'	8·53	20·81	68,49,276	8,02,963	3,29,134	...	...	68,49,276
XVI	EAST COAST	(d) 503·50	(e) 576·24	5,22,74,165	1,03,822	90,716	4,89,082	17,88,683	5,45,51,930
	TOTAL	4,472·23	5,609·35	68,30,40,645	(f) 1,49,852	1,21,768	67,00,629	1,97,55,379	70,94,96,653
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA	1,288·00	2,004·15	27,52,80,876	2,13,727	1,37,355	...	37,48,297	(a) 27,90,29,173
XIX	BOMBAY, BARODA AND CENTRAL INDIA (g)	460·90	644·55	10,06,62,406	2,18,404	1,56,175	...	33,03,106	10,39,65,512
XX	MADRAS	839·23	1,022·51	11,86,28,231	1,41,352	1,16,017	...	25,23,860	12,11,52,091
	TOTAL	2,588·13	3,671·21	49,45,71,513	1,91,092	1,34,714	...	95,75,263	50,41,46,776
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA	160·47	177·58	(h) & (a) 1,54,15,313	96,063	86,808	...	34,470	(a) 1,54,49,783
XXII	TARKESSUR	22·23	25·16	17,56,898	79,033	69,829	...	...	17,56,898
	TOTAL	182·70	202·74	1,71,72,211	93,991	84,701	...	34,470	1,72,06,681
	Lines owned by native states and worked by companies.								
XXVII	KHÁMGAON	7·55	8·42	5,22,150	69,159	62,013	...	453	5,22,603
XXVIII	AMBÁOTI	5·44	6·09	4,44,732	81,752	73,027	...	6,387	4,51,119
XXIX	BÍNA-GOONA	71·74	77·05	49,98,917	69,681	64,879	...	...	49,98,917
XXX	BHOPAL-UJJAIN	113·52	120·72	73,97,880	65,168	61,281	...	3,79,724	77,77,604
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44·28	52·94	50,00,000	1,12,918	94,447	...	...	50,00,000
XXXII	THE NIZAM'S GUARANTEED STATE	332·32	367·40	4,00,74,524	1,20,590	1,09,076	...	7,50,213	4,08,24,737
XXXIII	NÁGDÁ-UJJAIN	34·67	35·73	20,71,251	59,742	57,970	...	...	20,71,251
XXXIV	THE GAEKWAR'S PETLÁD	13·35	15·12	7,13,331	53,433	47,178	...	9,785	7,23,116
XXXV	KOLAR GOLD-FIELDS	10·00	13·52	7,28,208	72 821	53,862	...	16,796	7,45,004
	TOTAL	632·87	696·99	6,19,50,993	97,889	88,884	...	11,63,358	6,31,14,351
	Lines owned by native states and worked by state railway agency.								
XXXVI	RÁJPURA-BHÁTINDA	107·94	122·80	66,87,026	61,952	54,455	...	8,787	(a) 66,95,813
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	15 92	20·51	9,60,010	60,302	46,807	...	...	9,60,010
	TOTAL	123·86	143·31	76,47,036	61,739	53,360	...	8,787	76,55,823
	TOTAL STANDARD GAUGE	11,614·71	15,095·60	1,86,00,79,846	(i) 1,58,973	1,23,220	76,41,245	4,41,46,613	1,91,18,67,704

(a) The decrease as compared with the last year's report is due to certain credits.
(b) Excluding the Mushkaf-Bolán railway—constructed but not worked—but *including* 6·12 miles of military line not used for public traffic, as also the open section of the Wazirabad-Lyallpur railway and the Kotri-Rohri chord line absorbed in the North Western railway system.
(c) Calculated on 2,799·79 miles, including the Mushkaf-Bolán railway, 6·12 miles of military line not used for public traffic, Wazirabad-Lyallpur railway and the Kotri-Rohri chord line, the capital outlay on these lines having been included with the capital outlay of the North Western railway.
(d) Including 2·99 miles laid on the metre gauge.
(e) Including 4·59 miles laid on the metre gauge.
(f) Calculated on 4,558·11 miles, see (c) above.
(g) Including the Pátri branch, the state outlay (Rs. 8,08,405) on which was met from the Civil works grant. The capital outlay shown in this table is inclusive of this amount.
(h) Including Rs. 5,76,918 on account of interest on capital during construction.
(i) Calculated on 11,700·59 miles, see (c) above.

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figure will not agree with those shown in statement No. 17 in this chapter, where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1896 and the average cost per mile, excluding branches and extensions of the open system still under construction*—contd.

Classification No.	RAILWAY.	Length of line open on the 31st December 1896. (From statement No. 32, pages 138—141).	Total length of single track including sidings, on the 31st December 1896. (From statement No. 32, pages 138—141.)	Capital outlay on open line to the 31st December 1896 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1896.	Amount at debit of suspense (open line) on the 31st December 1896.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense (see also statement No. 26).
					Per mile open.	Per mile of single track, including sidings.			
	METRE GAUGE.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
XXXVIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION . . .	341·80	393·72	2,50,18,169	73,195	63,543	5,45,095	1,53,386	2,57,16,650
	COMPANY'S SECTION . . .	478·63	545·63	2,72,21,723 (a)	56,874	49,890	15,40,061	4,53,143	2,92,14,927 (a)
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . .	231·17	258·93	87,51,663 (b)	37,858	33,799	...	2,11,957	89,63,620 (b)
XL	RAJPUTANA-MALWA	1,673·93	1,924·76	12,84,50,702	76,736	66,736	...	43,91,062	13,28,41,764
XLI	PÁLANPUR DESA	17·28	18·57	4,17,746	24,175	22,496	...	...	4,17,746
XLII	SOUTHERN MAHRATTA . . .	1,042·04	1,153·05	9,45,09,812	90,697	81,965	...	15,84,975	9,60,94,787
XLIII	GUNTAKAL-MYSORE FRONTIER . .	119·50	128·81	59,00,158	49,374	45,805	...	...	59,00,158
XLIV	MYSORE SECTION, (SOUTHERN MAHRATTA)	296·00	323·62	1,46,65,018	49,544	45,316	...	4,43,239	1,51,08,257
XLV	SOUTH INDIAN	1,041·59	1,174·92	7,40,91,954	71,134	63,061	...	26,71,371	7,67,63,325 (c)
XLVI	MÁYAVARAM-MUTUPET . . .	53·99	59 39	24,49,580	45,371	41,246	...	100	24,49,680
XLVII	ASSAM-BENGAL	285·90	319·71	2,38,45,322	83,104	74,584	...	26,13,430	2,64,58,752
XLVIII	BURMA (d)	886·45	1,030·59	7,49,59,689	84,562	72,735	6,91,822	14,32,025	7,70,83,536
	TOTAL .	6,468·28	7,331·70	48,02,81,536	74,252	65,508	27,76,978	1,39,54,688	49,70,13,202
	State lines worked by the State.								
XLIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . .	478·47	554·29	3,91,73,368	81,872	70,673	9,75,570	...	4,01,48,938
	DACCA SECTION	85·92	100·54	67,39,174	78,435	67,030	...	...	67,39,174
L	CAWNPORE-BURHWAL (metre gauge link)	34·57	37·34	7,45,000	21,550	19,952	...	...	7,45,000
	TOTAL .	598·96	692·17	4,66,57,542	77,898	67,408	9,75,570	...	4,76,33,112
	Assisted companies.								
LI	DEOGHUR	4·79	5·41	2,86,180	59,745	52,898	...	1,617	2,87,797 (c)
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . .	53·92	58·51	20,67,971 (c)	38,353	35,344	...	10,500	20,78,471
LIII	BENGAL DOOARS	36·40	43·63	22,66,314 (e)	62,261	51,944	1,08,041	58,858	24,33,213 (e)
LIV	DIBRU-SADIYA	77·50	87·16	72,75,259	93,874	83,470	21,189	1,67,306	74,63,754
	TOTAL .	172·61	194·71	1,18,95,724	68,917	61,095	1,29,230	2,38,281	1,22,63,235
	Carried over .	7,239·85	8,218·58	53,88,34,802	...	...	38,81,778	1,41,92,969	55,69,09,549

(a) Including interest on capital during construction (Rs. 10,90,014).
(b) Including interest on capital during construction (Rs. 41,029).
(c) The decrease as compared with the last year's report is due to certain credits.
(d) The working of this line has been transferred to a company from the 1st September 1896.
(e) Including interest on capital during construction (Rs. 37,876).

**N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South I dian railways represents the rupee expenditure on open nes of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure ince incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where *premia* on share capital, etc., at time of purchase and outlay n lines under construction are included.

STATEMENT No. 22—*concld.*

Capital outlay on open lines of railway on the 31st December 1896 and the average cost per mile, excluding branches and extensions of the open system still under construction—concld.

Classification No.	RAILWAY.	Length of line open on the 31st December 1896. (From statement No. 32, pages 138-141.)	Total length of single track, including sidings, on the 31st December 1896. (From statement No. 32, pages 138-141.)	Capital outlay on open line to the 31st December 1896 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1896.	Amount at debit of suspense (open line) on the 31st December 1896.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense (see also statement No. 26).
					Per mile open.	Per mile of single track, including sidings.			
		Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward	7,239·85	8,218·58	53,88,34,802	...	...	38,81,778	1,41,92,969	55,69,09,549
	METRE GAUGE—*concld.*								
	Lines owned by native states and worked by companies.								
LX	THE GAEKWAR'S MEHSÁNA	92·63	104·36	32,61,448	35,209	31,252	...	...	32,61,448 (*a*)
LXI	KOLHÁPUR	29·07	30·77	23,05,912	79,460	74,940	...	...	23,05,912 (*a*)
LXII	YESVANTPUR-MYSORE FRONTIER	51·35	54·72	24,01,746	46,772	43,892	...	—6,984	23,94,762
LXIII	MYSORE-NANJANGUD	15·25	16·34	6,01,758	39,460	36,827	...	7,922	6,09,680
	TOTAL	188·30	206·19	85,70,864	45,517	41,568	...	938	85,71,802
	Lines owned and worked by native states.								
LXVI	JODHPORE-BICKANEER—								
	JODHPORE SECTION	320·50	330·00	64,55,244	20,141	19,561	...	...	64,55,244
	BICKANEER SECTION	43·0	44·50	9,73,294	22,375	21,872	...	...	9,73,294
LXVII	OODEYPORE-CHITOR	60·39	64·15	15,63,721	25,894	24,376	...	...	15,63,721
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	333·46	375·41	1,73,09,863	52,619 (*b*)	47,293 (*b*)	....	2,53,532	1,75,63,395 (*a*)
LXIX	JETALSAR-RÁJKOT	46·23	49·84	15,22,790	32,939	30,553	...	6,475	15,29,265
	TOTAL	804·08	863·90	2,78,24,912	34,799	32,563	...	2,60,007	2,80,84,919
	Foreign lines.								
LXXI	WEST OF INDIA PORTUGUESE	51·00	62·85	1,35,77,381 (*a*)	2,66,223	2,16,028	25,30,629 (*c*)	2,72,434	1,63,80,444
LXXII	PONDICHERRY	7·80	9·62	5,68,543	72,890	59,100	...	...	5,68,543
	TOTAL	58·80	72·47	1,41,45,924	2,40,577	1,95,197	25,30,629	2,72,434	1,69,48,987
	TOTAL METRE GAUGE	8,291·03	9,361·14	58,93,76,502	(*d*)71,125	(*e*)63,023	64,12,407	1,47,26,348	61,05,15,257
	SPECIAL GAUGES.								
	State line worked by the State.								
LXXV	JORHÁT (2′ 0″)	28·00	29·80	8,12,818	29,029	27,276	...	52,482	8,65,300
	Assisted company.								
LXXVI	DARJEELING-HIMALAYAN (2′ 0″)	51·00	54·00	31,51,383	61,792	58,358	...	1,61,349	33,12,732
	Line owned by native state and worked by company.								
LXXVIII	THE GAEKWAR'S DABHOI (2′ 6″)	71·66	76·64	18,85,096	26,306	24,597	...	29,315	19,14,411
	Line owned by native state and worked by state railway agency.								
LXXX	COOCH BEHAR (2′ 6″)	22·12	23·74	7,39,916	33,450	31,167	3,618	23,200	7,66,734
	Line owned and worked by native state.								
LXXXI	MORVI (2′ 6″)	94·36	98·36	23,63,805	25,051	24,220	...	18,510	23,82,315 (*a*)
	TOTAL SPECIAL GAUGES	267·14	282·54	89,53,018	33,514	31,688	3,618	2,84,856	92,41,492
	TOTAL OF ALL RAILWAYS	20,172·88	24,739·28	2,45,84,09,366	(*f*)1,21,377	(*g*)99,410	1,40,57,270	5,91,57,817	2,53,16,24,453

(*a*) The decrease as compared with the last year's report is due to certain credits.
(*b*) Calculated on the mileages and cost of the home line, excluding dock sidings and quarry lines maintained by the states themselves, *viz.*, 328·96 miles and 366·01 miles, respectively.
(*c*) Expenditure on Harbour works at Mormugao.
(*d*) Calculated on 8,286·53 miles. } See note (*b*) above.
(*e*) Calculated on 9,351·74 miles. }
(*f*) Calculated on 20,254·26 miles. } See note (*b*) above, also note on previous page.
(*g*) Calculated on 24,729·88 miles. }

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of working of all railways during 1895 and 1896 are compared in statement No. 25 on pages 110 and 111.

Mean mileage worked and capital outlay.

2. The total mean length of all railways worked during 1896 was 19,783 miles, as compared with 19,160 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1896, amounted to Rs. 2,53,16,24,453 against Rs. 2,44,38,04,575 at the end of the previous year.

Gross earnings.

3. The gross earnings from all sources showed a decrease of 3·32 per cent. The earnings under coaching rose from Rs. 9,13,94,936 in 1895 to Rs. 9,20,22,892 in 1896, while those under goods fell from Rs. 16,36,93,596 to Rs. 15,41,51,505, and the earnings from steam-boat service and miscellaneous sources increased from Rs. 72,80,528 to Rs. 74,86,028.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 244·67 against Rs. 261·18 in 1895.

Coaching traffic.

4. The total number of passengers booked showed an increase of 5·05 per cent. as compared with the number booked in 1895. The passenger earnings increased by 2·47 per cent., with an increase in the passenger unit-mileage of 4·13 per cent. The number of passengers carried one mile per mean mile worked was 325,370 as compared with 322,324 in 1895. Of the total number carried, the lower classes contributed 97·36 per cent., the second class 2·25 per cent. and the first class 0·39 per cent. only.

The average distance travelled by each first class passenger was 74·65 miles against 73·77 miles in the previous year, and the average fare was pies 12·33 against pies 12·57 per mile. In the second class, the average distance travelled was 47·46 miles against 46·96 miles, and the average fare 4·95 pies against 5·14 pies per mile; while in the lower classes the average distance travelled was 39·67 miles against 40·04 miles, and the average fare 2·29 pies against 2·35 pies per mile.

Under other coaching traffic, there was a decrease of Rs. 13,55,844 or 12·13 per cent.

The increase under coaching traffic in 1896 was chiefly due to the increased mileage worked, and to the development of the passenger traffic while the decrease under other coaching traffic was mainly due to the abnormal receipts in 1895 on account of the Chitral expedition.

Goods traffic.

5. The total tonnage of goods lifted showed a decrease of 3·44 per cent. as compared with the tonnage lifted in 1895. The total ton-mileage decreased 7·20 per cent. and the earnings 5·83 per cent. The number of tons of goods carried one mile per mean mile worked was 231,970 as compared with 260,009 in 1895.

The decrease in the earnings from goods traffic was chiefly due to a smaller traffic in "Merchandise, general", owing mainly to a heavy decrease in the grain and seeds traffic on account of the famine, and in "Military stores" and "Live stock", due principally to a heavier traffic in the previous year on account of the Chitral expedition.

Working expenses.

6. The working expenses rose in 1896 to Rs. 12,19,76,875 from Rs. 12,11,98,860 in 1895. The increase was due chiefly to the increased open mileage and to more extensive repairs and renewals. The percentage of total working expenses on gross earnings was 48·09 as compared with 46·19 in 1895.

Net earnings and statistical return on capital.

7. The net earnings derived from all railways amounted to Rs. 13,16,83,550 as compared with Rs. 14,11,70,200 in 1895, giving a return of 5·20 per cent., against 5·78 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

* The capital outlay here referred to is that shown in Chapter VII, statement No. 22, in the report for 1895-96 and in the present report.

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8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the year 1896, are given in the following table :

Average earnings of the principal railways per mean mile worked per week in five-yearly periods.

STATEMENT No. 23.

Classification No.	Railways (including branches and leased lines).	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.*
	STANDARD GAUGE.									
	State lines worked by companies.									
I	EAST INDIAN	236	255	384	388	514	573	549	594	(a) 597
III	BENGAL-NÁGPUR	...	...	...	...	51	156	127	143	142
IV	INDIAN MIDLAND	...	...	...	...	52	90	97	129	119
	State lines worked by the State.									
XI	NORTH WESTERN	...	124	123	147	224	228	216	245	(b) 220
XIII	OUDH AND ROHILKHAND	...	...	103	76	149	181	196	245	209
XIV	EASTERN BENGAL	...	154	250	312	434	436	503	576	(c) 675
XVI	EAST COAST	...	...	...	...	...	...	...	85	94
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA	157	236	340	298	456	457	508	503	444
XIX	BOMBAY, BARODA AND CENTRAL INDIA	49	157	300	285	321	481	539	642	(d) 676
XX	MADRAS	105	118	160	143	164	155	198	234	249
	Line owned by native state and worked by company.									
XXXII	THE NIZAM'S GUARANTEED STATE	...	...	...	79	114	145	131	160	187
	METRE GAUGE.									
	State lines worked by companies.									
XXXVIII	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION	...	...	...	40	98	108	126	138	161
	COMPANY'S SECTION	...	...	...	...	...	66	100	115	113
XL	RAJPUTANA-MALWA *	...	...	...	86	130	174	210	264	(e) 227
XLII	SOUTHERN MAHRATTA	...	...	...	...	...	60	87	95	113
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	...	...	...	...	63	73		
XLV	SOUTH INDIAN	...	71	89	98	104	118	156	151	(f) 165
XLVII	ASSAM-BENGAL	...	...	...	...	...	...	...	64	71
XLVIII	BURMA (g)	...	...	...	...	117	173	176	180	167
	State line worked by the State.									
XLIX	EASTERN BENGAL—									
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia, 2′ 6″ gauge, branch)	...	...	...	...	95	139	162	184	212
	DACCA SECTION	...	...	...	...	...	47	73	101	115
	Assisted company.									
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	...	...	...	...	57	69	83	86
	Lines owned and worked by native states.									
LXVI	JODHPORE-BICKANEER—									
	JODHPORE SECTION	...	...	...	...	...	48	57	63	70
	BICKANEER SECTION	...	...	...	...	...	...	...	35	53
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	...	...	...	...	92	97	101	110

(a) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.
(b) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways.
(c) Excluding the Bengal Central railway.
(d) Excluding the Godhra-Rutlam-Nágdá, the Nágdá-Ujain, and the Gaekwar's Petlád railways.
(e) Excluding the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
(f) Excluding the Máyavaram-Mutupet railway.
(g) The working of this line has been transferred to a company from the 1st September 1896.
* See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII.

Earnings of the principal railways per mean mile per week and percentage of working expenses on gross earnings.

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1895 and 1896:

Classification No.	Railways (including branches and leased lines).	Previous year.		1896.		Remarks.
		Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	Gross earnings per mean mile worked per week (excluding steam-boat). *	Percentage of working expenses on gross earnings (excluding steam-boat). †	
	STANDARD GAUGE.	Rs.		Rs.		
	State lines worked by companies.					
I	EAST INDIAN (*a*)	603	30·92	597	(*b*) 31·77	(*a*) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.
III	BENGAL-NÁGPUR	153	48·48	142	54·03	(*b*) Including steam-boat, the percentage is 31·98.
IV	INDIAN MIDLAND	117	63·55	119	58·05	
	State lines worked by the State.					
XI	NORTH WESTERN (*c*)	274	53·20	220	(*d*) 59·58	(*c*) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhatinda railways.
XIII	OUDH AND ROHILKHAND	248	48·95	209	49·97	(*d*) Including steam-boat, the percentage is 59·63.
XIV	EASTERN BENGAL (*e*)	649	34·61	676	(*f*) 39·46	(*e*) Excluding the Bengal Central railway.
XVI	EAST COAST	90	78·65	94	(*g*) 74·26	(*f*) Including steam-boat, the percentage is 39·74.
	Lines worked by guaranteed companies.					(*g*) Including steam-boat, the percentage is 77·98.
XVIII	GREAT INDIAN PENINSULA	436	56 38	444	55·20	
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*h*)	732	37·69	676	45·07	(*h*) Excluding the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain, and the Gaekwar's Petlád railways.
XX	MADRAS	257	47·64	249	50·81	
	Line owned by native state and worked by company.					
XXXII	THE NIZAM'S GUARANTEED STATE	185	53·77	187	50·02	
	METRE GAUGE.					
	State lines worked by companies.					
XXXVIII	BENGAL AND NORTH-WESTERN—					
	TIRHOOT SECTION.	133	41·97	135	(*i*) 44·13	(*i*) Including steam-boat, the percentage is 43·97.
	COMPANY'S SECTION					
XL	RAJPUTANA-MALWA (*j*)	269	40·29	227	44·35	(*j*) Excluding the Pálanpur-Deesa, and the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
XLII	SOUTHERN MAHRATTA	109	59·94	113	56·69	
XLV	SOUTH INDIAN (*k*)	164	56·12	165	54·89	(*k*) Excluding the Máyavaram-Mutupet railway.
XLVII	ASSAM-BENGAL (*l*)	64	103·75	71	94·63	(*l*) Opened to traffic from the 1st July 1895.
XLVIII	BURMA‡	169	58·86	167	(*m*) 59·89	(*m*) Including steam-boat, the percentage is 60·76.
	State line worked by the State.					
XLIX	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	199	36·93	212	(*n*) 36·65	(*n*) Including steam-boat, the percentage is 40·04.
	DACCA SECTION	120	51·49	115	53·27	
	Assisted company.					
LII	ROHILKUND AND KUMAON (Company's section)	84	61·99	86	63·67	
	Lines owned and worked by native states.					
LXVI	JODHPORE-BICKANEER—					
	JODHPORE SECTION	58	41·60	70	36·60	
	BICKANEER SECTION	38	47·89	53	37·56	
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	108	57·74	110	50·71	

* See also statements Nos. 23, 26 and 36.
† See also statements Nos. 26,36 and 37.
‡ The working of this line has been transferred to a company from the 1st September 1896.

10. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36 on pages 154 to 157 were as follows:

Net earnings and percentage on capital outlay on the standard and metre gaug railways.

On "State lines worked by Companies," the net earnings amounted on the standard gauge to Rs. 4,31,33,747, giving a return of 6·87 per cent. on a total capital outlay* of Rs. 62,74,45,381; and on the metre gauge to Rs. 2,53,88,423, giving a return of 5·14 per cent. on a total capital outlay* of Rs. 49,33,59,936.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,26,96,536, or 3·20 per cent. on a total capital outlay* of Rs. 70,94,96,653, and on the metre gauge Rs. 37,03,143, or 7·90 per cent. on a total capital outlay* of Rs. 4,68,88,112.†

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 2,97,80,232, giving a return of 5·89 per cent. on a total capital outlay* of Rs. 50,54,70,340.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 8,42,802, being at the rate of 4·90 per cent. on a total capital outlay* of Rs. 1,72,06,681, and on the metre gauge Rs. 9,11,398, being at the rate of 4·29 per cent. on a total capital outlay* of Rs. 2,12,26,855.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 23,76,464, giving a return of 4·55 per cent. on a total capital outlay* of Rs. 5,22,48,649, and on the metre gauge to Rs. 22,12,181, giving a return of 7·06 per cent. on a total capital outlay* of Rs. 3,13,46,367.

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

† Excluding the Cawnpore-Burhwal railway (metre gauge link).

Net earnings and percentage on capital outlay on the principal railways during the last five years.

11. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, *including steam-boat service and suspense accounts*, during the last five years.

These results which are the best obtainable for purposes of comparison from a *statistical* point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (*vide* statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1892. Net earnings.	1892. Percentage of net earnings per annum on capital expenditure.	1893. Net earnings.	1893. Percentage of net earnings per annum on capital expenditure.	1894. Net earnings.	1894. Percentage of net earnings per annum on capital expenditure.	1895. Net earnings.	1895. Percentage of net earnings per annum on capital expenditure.	1896. Net earnings (see also statements Nos. 26 and 36).	1896. Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN	3,50,21,046	9·62	3,61,31,898	9·82	3,64,26,406	9·72	3,73,16,417	9·80	3,67,78,683	9·56
III	BENGAL-NAGPUR	30,08,165	3·19	32,62,220	3·33	32,58,414	3·32	35,41,443	3·59	29,27,869	2·95
IV	INDIAN MIDLAND	19,48,540	1·99	18,83,372	1·95	24,08,395	2·53	18,23,669	1·87	24,48,794	2·27
	State lines worked by the State.										
XI	NORTH WESTERN	94,51,029	2·22	97,97,643	2·32	1,28,25,181	3·02	1,64,46,997	3·86	1,18,86,409	2·55
XIII	OUDH AND ROHILKHAND	50,16,330	5·43	50,17,053	5·28	57,36,139	5·58	52,55,948	5·01	43,50,907	4·11
XIV	EASTERN BENGAL	39,11,578	6·62	39,77,473	6·70	49,95,544	8·36	55,01,903	9·03	52,99,143	8·37
XVI	EAST COAST	...	...	45,484	0·15	1,50,921	0·45	3,29,185	0·70	5,29,705	0·97
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA	2,02,18,309	7·29	1,80,19,294	6·50	1,62,56,583	5·82	1,47,38,432	5·27	1,54,20,597	5·51
XIX	BOMBAY, BARODA AND CENTRAL INDIA	81,30,959	8·44	95,78,043	9·87	1,00,70,974	10·22	1,09,37,063	10·87	89,00,862	8·63
XX	MADRAS	42,92,132	3·58	54,21,742	4·50	49,77,136	4·11	59,45,110	4·89	54,58,773	4·46
	Line owned by native state and worked by company.										
XXXII	THE NIZAM'S GUARANTEED STATE	13,24,959	3·35	14,36,451	3·57	16,22,028	4·03	15,77,150	3·88	17,28,195	4·23
	METRE GAUGE.										
	State lines worked by companies.										
XXXVIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	30,17,069	5·85	30,07,927	5·65	32,36,188	6·03	32,57,825	5·96	32,42,246	5·90
	COMPANY'S SECTION										
XL	RAJPUTANA-MALWA	1,32,14,775	10·13	1,32,89,100	10·15	1,53,54,164	11·65	1,39,95,262	10·54	1,09,76,727	8·26
XLII	SOUTHERN MAHRATTA	18,53,156	1·65	31,53,380	2·62	27,37,595	2·26	35,40,902	2·91	39,68,777	3·24
XLV	SOUTH INDIAN	28,68,932	3·64	31,53,479	4·10	33,10,987	4·30	39,34,006	5·09	40,53,149	5·24
XLVII	ASSAM-BENGAL	...	...	...	...	...	...	— 8,047	...	33,239	0·13
XLVIII	BURMA (*a*)	33,86,087	5·39	22,42,492	3·55	23,23,328	3·58	27,02,356	3·70	29,85,751	3·87
	State line worked by the State.										
XLIX	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	21,86,559	5·60	24,96,787	6·31	31,29,674	7·88	32,11,546	8·03	34,64,021	8·63
	DACCA SECTION	1,35,590	2·02	1,60,878	2·40	2,28,341	3·41	2,61,025	3·88	2,89,122	3·55
	Assisted company.										
LII	ROHILKUND AND KUMAON (Company's section)	4,72,743	4·78	4,56,721	4·38	6,12,494	5·74	4,67,663	4·33	4,55,800	4·15
	Lines owned and worked by native states.										
LXVI	JODHPORE-BICKANEER—										
	JODHPORE SECTION	5,28,941	11·01	4,33,895	6·70	6,69,373	10·38	5,69,246	8·85	7,38,273	11·44
	BICKANEER SECTION	24,904	2·63	25,735	2·66	40,477	4·17	45,096	4·65	75,382	7·75
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	4,37,876	2·54	8,88,708	5·16	8,52,487	4·52	8,98,666	4·70	10,73,513	5·62

(*a*) The working of this line has been transferred to a company from the 1st September 1896.

N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 26.

Results of working the guaranteed railways.

12. Statements relating to guaranteed railway transactions are given on pages 116 to 119. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* statement No. 29, page 118) to have returned a net revenue of £2,739,964. The guaranteed interest is £2,167,939, and the net earnings are shown to be in excess of the guaranteed interest by £572,025. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1896, are given in statement No. 30 on page 119. This statement also shows the sterling dividends earned by the companies.

Financial results of working state lines by state agency, excluding non-commercial sections.

13. The financial results of the state lines worked by state agency (excluding the Pishin section, the Mári-Attock, the Sind-Sagar and Khushálgarh branches of the North Western State railway which were constructed for military purposes only) for 1895 and 1896, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, Chapter VII.

Railway.	Mean mileage worked (from statement No. 33 in the report for 1895-96 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in Chapter VII, statement No. 17.
	1895.					
STANDARD GAUGE.	Miles.	Rs.	Rs.	Rs.		
North Western	1,604·74	3,19,14,289	1,49,34,072	1,69,80,217	46·79	*5·02
Hyderabad-Shadipalli	58·91	1,68,139	1,21,531	46,608	72·28	2·63
Oudh and Rohilkhand	797·18	1,02,94,880	50,38,932	52,55,948	48·95	*4·48
Eastern Bengal	248·78	85,93,037	30,91,134	55,01,903	35·97	7·88
East Coast	395·88	19,04,251	15,75,066	3,29,185	82·71	0·66
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·52	53,78,672	21,67,126	32,11,546	40·29	3·03
Dacca section	85·92	5,38,030	2,77,005	2,61,025	51·49	3·88
Burma	762·91	67,11,062	40,08,706	27,02,356	59·73	3·57
Total	4,432·84	6,55,02,360	3,12,13,572	3,42,88,788	47·65	*4·89
	1896.					
STANDARD GAUGE.						
North Western	1,703·62	2,61,14,476	1,43,02,416	1,18,12,060	54·77	3·40
Hyderabad-Shadipalli	58·91	1,87,503	1,23,127	64,376	65·67	3·57
Oudh and Rohilkhand (*a*)	799·36	86,97,076	43,46,169	43,50,907	49·97	3·68
Eastern Bengal	249·75	87,93,152	34,94,009	52,99,143	39·74	7·34
East Coast	483·87	24,05,423	18,75,718	5,29,705	77·98	0·94
METRE GAUGE.						
Burma (*b*)	871·63	76,08,559	46,22,808	29,85,751	60·76	(*c*) 3·67
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	57,76,778	23,12,757	34,64,021	40·04	3·63
Dacca section	85·92	5,11,741	2,72,619	2,39,122	53·27	3·55
Total	4,731·53	6,00,94,708	3,13,49,623	2,87,45,085	52·17	3·96

*Revised figures.

(*a*) Including the Cawnpore-Burhwal (metre gauge link).

(*b*) The working of this line has been transferred to a company from the 1st September 1896.

(*c*) Calculated on the total capital outlay incurred by the State up to the 31st August 1896, as shown in statement No. 17, *plus* the outlay incurred since that date by the company, *viz.*, Rs. 26,64,148.

14. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1895 and 1896:

Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway.

	1895.			1896.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total capital outlay*	†33,84,70,589	†14,64,66,043	†48,49,36,632	34,75,96,515	15,27,16,550	50,03,13,065
Mean mileage worked	1,604·74	848·96	2,453·70	1,703·62	854·12	2,557·74
Train-mileage	7,972,454	1,324,608	9,297,062	6,787,381	1,331,884	8,119,265
Gross earnings	3,19,14,289	33,04,092	3,52,18,381	2,61,14,476	33,27,274	2,94,41,750
Working expenses	1,49,34,072	38,37,312	1,87,71,384	1,43,02,416	32,52,925	1,75,55,341
Net earnings	1,69,80,217	—5,33,220	1,64,46,997	1,18,12,060	74,349	1,18,86,409
Percentage of working expenses on gross earnings.	46·79	116·14	53·30	54·77	97·77	59·63
Percentage of net earnings on total capital outlay.	†5·02	...	†3·39	3·49	0·05	2·38

* As shown in Chapter VII, statement No. 17.
† Revised figures.

15. Including steam-boat service, and the capital* expenditure on suspense accounts, the total general results of working of all railways during 1896 were as follows:

Capital expenditure and general results of working of all railways.

		Standard gauge	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year ...	Miles	11,614·71	8,291·03	267·14	20,172·88
Mileage of single track, including sidings	,,	15,095·60	9,361·14	282·54	24,739·28
Mean mileage worked during the year ...	,,	11,452·06	8,065·26	265·92	19,783·24
Total capital outlay on open lines* ...	Rs.	1,91,18,67,704	61,05,15,257	92,41,492	2,53,16,24,453
Average cost per mile open†	,,	1,58,973	71,125	83,514	1,21,377
Average cost per mile of single track, including sidings.†	,,	1,23,220	63,023	31,688	99,410
Gross earnings	,,	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425
Working expenses	,,	8,82,45,511	3,23,61,493	8,69,871	12,19,76,875
Percentage of working expenses on gross earnings.		47·17	50·56	54·80	48·09
Net earnings	,,	9,88,29,781	3,21,36,252	7,17,517	13,16,83,550
Percentage of net earnings on total capital cost of open line.		5·17	5·27	7·76	5·20

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).
† Excluding steam-boat and suspense.

Statistical results of working the principal standard and metre gauge railways.

16. From the statement on pages 112 to 115, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1896 the average gross earnings per total train-mile were Rs. 4·24 on the standard gauge and Rs. 3·14 on the metre gauge, the highest on the standard gauge being Rs. 6·57 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·69, on the East Coast State railway. The highest on the metre gauge was Rs. 3·75 on the Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) of the Eastern Bengal State railway, and the lowest, Rs. 2·34, on the Assam-Bengal railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 31·98 on the East Indian railway to 77·98 on the East Coast State railway, and on the metre gauge from 36·60 on the Jodhpore section of the Jodhpore-Bickaneer railway to 94·63 on the Assam-Bengal railway, the average of the standard gauge lines being 47·05, and of the metre gauge 50·22.

The average working expenses per total train-mile were Rs. 1·99 on the standard gauge and Rs. 1·58 on the metre gauge, the highest being Rs. 2·96 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2·21 on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 3·27 on the standard gauge and Rs. 3·13 on the metre gauge, the highest on the standard gauge being Rs. 4·21 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·44, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 3·92 on the Assam-Bengal railway, and the lowest, Rs. 2·57, on the Southern Mahratta railway.

The average number of passengers carried in a passenger train was 224·60 on the standard gauge and 241·20 on the metre gauge, the highest on the standard gauge being 316·07 on the East Coast State railway, and the lowest, 173·56, on the Great Indian Peninsula railway. The highest on the metre gauge was 296·71 on the Jodhpore section of the Jodhpore-Bickaneer railway, and the lowest, 192·29, on the Rohilkund and Kumaon railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·69 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·76 pie on the Bengal and North-Western railway and on the Bickaneer section of the Jodhpore-Bickaneer railway, the average receipts per passenger on these lines being 2·11 pies and 2·09 pies, respectively.

The average distance travelled by passengers was on the standard gauge 42·62 miles and on the metre gauge, 38 20 miles.

The average goods earnings per goods train-mile were Rs. 4·76 on the standard gauge and Rs. 2·94 on the metre gauge, the highest on the standard gauge being Rs. 9·02 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 1·86, on the East Coast State railway. The highest on the metre gauge was Rs. 4·00 on the Rajputana-Malwa railway, and the lowest, Rs. 1·31, on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·63 pies on the East Indian railway, standard gauge, and 2·79 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·85 pies and 5·94 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 159·41 miles and on the metre gauge, 120·93 miles.

Statistics of all railways in eight classes.

17. The following table shows the gross earnings, working expenses, and net earnings during 1896, and the amount of these per train-mile, excluding steam-boat, for all railways under the following grouping. The grouping in the case of state railways is that adopted for statements Nos. 2 to 4 :

	Guaranteed railways.	State lines leased to companies.	State railways (commercial).	State railways (military).	State railways worked by companies.	Assisted companies.	Native states.	Foreign lines.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge lines—									
Gross earnings	6,15,03,812	1,21,53,742	4,66,18,383	32,94,272	5,58,99,202	16,32,082	56,90,369	...	18,67,91,862
Gross earnings per train-mile	*4·41	3·84	†3·84	2·47	*4·69	2·73	*4·09	...	† 4·20
Working expenses	3,17,97,068	68,61,313	2,42,17,014	32,29,749	1,80,99,035	7,89,280	38,82,397	...	8,78,75,851
Working expenses per train-mile	*2·28	2·17	†2·00	2·42	*1·53	1·32	*2·13	...	† 1·98
Net earnings	2,97,06,749	52,92,429	2,24,01,369	64,523	3,78,00,167	8,42,802	18,07,972	...	9,89,16,011
Net earnings per train-mile	*2·25	1·67	† 1·84	0·05	*3·05	1·41	*1·98	...	† 2·23
Metre gauge lines—									
Gross earnings	...	97,43,595	1,33,75,188	...	3,23,06,006	38,23,654	14,06,467	2,78,271	6,39,33,781
Gross earnings per train-mile	...	2·48	3·19	...	3·24	3·31	3·37	3·30	3 10
Working expenses	...	58,19,511	67,48,616	...	1,56,47,485	15,41,268	20,24,975	3,49,584	3,21,31,440
Working expenses per train-mile	...	1·48	1·61	...	1·57	1·33	1·54	4·15	1·56
Net earnings	...	39,24,084	66,26,572	...	1,66,59,121	22,82,385	23,81,492	—*71,313*	3,18,02,341
Net earnings per train-mile	...	1·00	1·58	...	1·67	1·98	1·83	—*0·85*	1·54
Special gauge lines—									
Gross earnings	...	...	89,990	...	...	7,81,598	7,15,799	...	15,87,388
Gross earnings per train-mile	...	...	2·99	...	...	4·37	2·68	...	3·33
Working expenses	...	...	76,252	...	...	4,23,669	3,69,950	...	8,69,871
Working expenses per train-mile	...	...	2·53	...	...	2·37	1·38	...	1·83
Net earnings	...	...	13,744	...	...	3,57,924	3,45,849	...	7,17,517
Net earnings per train-mile	...	...	0·46	...	...	2·00	1·30	...	1·50

In the previous year the results per train-mile were :

Standard gauge lines—									
Gross earnings per train-mile	*4·50	3·95	† 3·90	2·47	*4·93	2·89	*4·4	...	† 4·32
Working expenses per train-mile	*2·23	2·16	† 1·81	2·87	*1·56	1·39	*2·40	...	† 1·94
Net earnings per train-mile	*2·39	1·79	† 2·09	—0·40	*3·24	1·50	*1·96	...	† 2·38
Metre gauge lines—									
Gross earnings per train-mile	...	2·58	3·32	...	3·29	3·33	3·22	4·25	3·18
Working expenses per train-mile	...	1·58	1·65	...	1·50	1·29	1·61	3·70	1 55
Net earnings per train-mile	...	1·00	1·67	...	1·79	2·04	1·54	*0·55	1·63
Special gauge lines—									
Gross earnings per train-mile	...	...	3·35	...	...	4·61	2·57	...	3 36
Working expenses per train-mile	...	...	2·61	...	...	2·37	1·32	...	1·79
Net earnings per train-mile	...	...	0·74	...	...	2·24	1·22	...	1·57

* The net earnings per train-mile do not here correspond with the difference between the gross earnings and the working expenses per train-mile, as the latter are based on home and leased line figures, which cannot be separated, while the former, which represent home line results, are based on home line figures only. As the leased lines belong to different classifications to those of home lines, the net earnings of the former are shown under their respective classifications.

† Excluding the Calcutta Port Commissioners' railway, as no record of the train-mileage is kept on that line.

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	Details.		Previous year. Standard gauge.	Previous year. Metre gauge.	Previous year. Special gauges.	1896. Standard gauge.	1896. Metre gauge.
1	Open mileage on the 31st December	Miles	11,215·68	7,983·76	267·14	11,614·71	8,291·03
2	Mean mileage worked during the year	Miles	11,081·95	7,812·21	265·78	11,452·06	8,065·26
3	Capital outlay on open line, including steam-boat service and suspense accounts*	Rs.	1,84,64,01,811	58,83,53,626	90,49,138	1,91,18,67,704	61,05,15,257
4	Number of passengers booked	No.	97,277,012	54,887,547	916,918	103,326,920	56,482,215
5	Number of passengers booked per mean mile worked	No.	8,784	7,026	3,450	9,021	7,005
6	Tonnage of goods booked	Tons.	25,340,872	8,157,927	129,231	24,316,903	7,999,663
7	Tonnage of goods booked per mean mile worked	Tons.	2,287	1,044	486	2,123	992
8	Passenger unit-miles and average distance travelled—						
	1st class — Unit-miles		36,472,404	(a)8,579,226	(b) 318,565	37,507,098	8,596,568
	1st class — Av. distance		77·07	(a)64·05	(b) 40·65	77·49	65 68
	2nd class — Unit-miles		124,205,849	(a)36,447,974	(b) 959,905	133,785,506	36,819,614
	2nd class — Av. distance		46·99	(a)47·13	(b) 39·17	47·56	47·39
	Intermediate or 3rd and 4th or lowest classes — Unit-miles		3,922,453,477	2,014,581,483 (a)	(b) 23,492,226	4,130,674,562	2,053,873,582
	Intermediate or 3rd and 4th or lowest classes — Av. distance		41·66	(a)37·44	(b) 26·56	41·29	36·96
	Total — Unit-miles		4,083,131,730	2,065,063,846	24,770,696	4,301,987,166	2,099,289,764
	Total — Av. distance		41·97	37·62	27·02	41·64	37·17
9	Passenger unit-miles per mean mile worked	Miles	368,732	264,338	93,200	375,589	260,404
10	Ton-mileage and average lead of goods — Ton-miles		3,967,675,567	(d)972,712,449	4,408,665	3,661,861,796	921,844,138
	Ton-mileage and average lead of goods — Av. lead		160·27	(d) 126·98	34·11	150·59	115·24
11	Ton-mileage per mean mile worked	Tons.	358,306	(d) 126,819	16,588	319,704	114,349
12	Train-miles	Miles	(e)44,890,493	20,539,894	438,365	(e)44,264,682	20,622,139
13	Train-miles per mean mile worked	Miles	(e) 4,054	2,629	1,649	(e) 3,868	2,558
	Gross earnings—						
14	Coaching — Passengers	Rs	5,49,59,952	2,46,66,908	5,94,067	5,63,60,080	2,52,03,717
	Coaching — Other coaching traffic	Rs.	87,44,414	23,44,071	85,524	75,74,610	21,46,987
	Total	Rs.	6,37,04,366	2,70,10,979	6,79,591	6,39,34,690	2,73,50,704
15	Goods	Rs.	12,59,56,565	3,60,67,2 3	7,69,813	11,82,08,245	3,51,23,521
16	Steam-boat, telegraph and miscellaneous	Rs.	49,16,618	23,31,385	32,525	49,32,357	25,23,520
	Total gross earnings	Rs	19,45,77,549	6,63,09,577	14,81,934	18,70,75,292	6,49,97,745
17	**Gross earnings per mean mile worked per week, excluding steam-boat**	Rs	335·73	160·68	106·68	312·55	152·51
	Working expenses—						
18	Maintenance	Rs.	2,30,18,634	73,89,818	1,80,911	2,39,92,028	74,85,696
19	Locomotive	Rs.	3,00,15,680	1,10,48,136	2,44,536	2,93,70,319	1,07,23,509
20	Carriage and wagon	Rs.	77,73,974	29,09,202	76,189	79,01,965	29,07,545
21	Traffic	Rs.	1,41,98,495	53,77,488	1,36,771	1,44,37,951	56,15,354
22	General	Rs.	81,65,528	44,15,172	1,29,725	81,38,829	45,53,280
23	Steam boat, special and miscellaneous, and rent of leased lines	Rs.	37,24,393	11,76,948	15,437	34,74,950	13,32,668
24	Contribution to Provident Fund	Rs.	9,42,548	2,55,091	4,184	9,29,469	2,53,441
	Total working expenses	Rs.	8,78,39,752	3,25,71,855	7,87,753	8,82,45,511	3,28,61,493
25	**Percentage of working expenses on gross earnings**	Per cent.	45·14	49·12	53·16	47·17	50 56
26	Net earnings	Rs.	10,67,38,297	3,37,37,722	6,94,181	9,88,29,781	3,21,36,252
27	**Percentage of net earnings on total capital outlay* on open line, including suspense**	Per cent.	5·78	5·73	7·67	5·17	5·27

* The capital outlay here referred to is that shown in Chapter VII, statement No. 22 in the report for 1895-96 and in the present report

No. 25.

with the 31st December 1895 and the 31st December 1896.

Special gauges.	Total of all gauges. Previous year.	1896.	Increase or decrease in 1896.	Percentage of increase or decrease. Increase.	Decrease.	Progressive No.	Remarks.
267·14	19,466·58	20,172·88	706·30	3·63	...	1	See also statement No. 32, pages 138 to 141.
265·92	19,159·94	19,783·24	623·30	3·25	...	2	
92,41,492	2,44,38,04,575	2,53,16,24,453	8,78,19,878	3·59	...	3	See also statement No. 22, pages 98 to 100.
1,008,132	153,081,477	160,817,267	7,735,790	5·05	...	4	See also statement No. 33, pages 142 to 145.
3,791	7,993	8,129	136	1·70	...	5	
154,764	33,628,030	32,471,335	*—1,156,695*	...	3·44	6	See also statement No. 34, pages 146 to 149.
582	1,755	1,641	*—114*	...	6·50	7	
(c) 329,855	(a) 45,370,195	(c) 46,433,521	1,063,326	2·34	...		(a) Excluding the Assam-Bengal railway. Information not received.
(c) 46·33	(a) 73·77	(c) 74·65	0·88	1·19	...		
(c) 990,786	(a) 161,613,728	(c) 171,595,906	9,982,178	6·18	...		(b) Approximate figures, as information is not given separately for special gauges.
(c) 39·21	(a) 46·96	(c) 47·46	0·50	1·06	...	8	
(c) 25,030,569	(a) 5,960,527,136	(c) 6,209,578,713	249,051,577	4·18	...		See also statement No. 35, pages 150 to 153.
(c) 27·24	(a) 40·04	(c) 39·37	*—0·37*	...	0·92		
(c) 26,351,210	6,172,966,272	(c) 6,427,608,140	254,641,868	4·13	...		(c) Excluding the Jorhat railway. Information not received.
(c) 26·14	40·32	(c) 39·98	*—0·34*	...	0·84		
(c) 110,192	322,324	(c) 325,370	3,046	0·94	...	9	
5,010,090	(d) 4,941,790,681	4,588,716,024	*—356,0 0,657*	...	7·20	10	See also statement No 35, pages 150 to 153.
32·37	(d) 149·25	141·32	*—7·93*	...	5·31		(d) Excluding the Assam-Bengal and Dibru-Sadiya railways. Information not received.
18,842	(d) 260,009	231,970	*—29,039*	...	10·78	11	
476,365	(e) 65,868,752	(e) 65,363,186	*—505,566*	...	0·77	12	See also statement No. 46, pages 206 to 209.
1,791	(e) 3,439	(e) 3,305	*—134*	...	3·90	13	
(f) 6,40,930	8,02,20,927	8,22,04,727	19,83,800	2 47	...		(e) Excluding the Calcutta Port Commissioners' railway. (f) Including other coaching traffic of the Jorhat railway.
96,568	1,11,74,009	98,18,165	*—13,55,844*	...	12 13	14	See also statements Nos. 33 and 36, pages 142 to 145 and 154 to 157, respectively.
7,37,498	9,13,94,936	9,20,22,892	6,27,956	0 69	...		
8,19,739	16,36,93,596	15,41,51,505	*—95,42,091*	...	5·83	15	See also statements Nos. 34 and 36, pages 146 to 149 and 154 to 157, respectively.
30,151	72,80,528*	74,86,028	2,05,500	2·82	...	16	
15,87,388	26,23,69,060	25,36,60,425	*—87,08,635*	...	3·32	...	
114·80	261·18	244·67	*—16·51*	...	6·32	17	
1,87,544	3,05,89,363	3,16,65,268	10,75,905	3·52	...	18	
2,70,124	4,13,08,352	4,03,63,952	*—9,44,400*	...	2·29	19	
1,04,907	1,07,59,365	1,09,14,417	1,55,052	1·44	...	20	
1,48,801	1,97,12,754	2,02,02,106	4,89,352	2·48	...	21	
1,34,627	1,27,10,425	1,28,26,736	1,16,311	0·92	...	22	See also statements Nos. 36 and 37, pages 154 to 157 and 158 to 161, respectively.
15,987	49,16,778	48,13,605	*—1,03,173*	...	2·10	23	
7,881	12,01,823	11,90,791	*—11,032*	...	0·92	24	
8,69,871	12,11,98,860	12,19,76,375	7,78,015	0·64	...	...	
54 80	46·19	48·09	1·90	...	...	25	
7,17,517	14,11,70,200	13,16,83,550	*—94,86,650*	...	6·72	26	
7·76	5·78	5·20	*—0 58*	...	...	27	

giving the expenditure on lines open to traffic only, and excluding the *premia* on lines purchased and expenditure on unopen extensions.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED	
		I East Indian.	III Bengal-Nágpur.	IV Indian Midland. (c)	XI North Western. (e)	XIII Oudh and Rohilkhand. ‖
	STANDARD GAUGE.					
1	Miles open on the 31st December 1896 . . . Miles.	1,701·11	860·88	922·21	2,713·91	846·04
2	Total length of sidings . . . . . „	456·97	99·38	109·98	697·88	126·72
3	Total length of single track, including sidings . . „	2,632·33	960·26	1,032·19	3,453·05	973·66
4	Mean mileage worked during the year . . . . „	(b) 1,736·29	862·33	(d) 941·53	(f) 2,573·67	799·36
5	Capital outlay on open line to the 31st December 1896, *including steam-boat service and suspense** . . Rs.	38,49,07,148	9,92,36,568	10,80,30,138	46,71,27,029	10,57,45,266
6	Capital outlay on open line to the 31st December 1896, *exclusive of steam-boat service and suspense** . . „	37,39,36,716	9,71,96,278	10,62,22,667	44,99,05,740	10,35,14,446
7	Average cost per mile of railway (a) . . . . „	2,19,819	1,12,903	1,15,183	§1,60,693	1,22,222
8	Average cost per mile of single track, including sidings (a) . . . . . „	1,42,055	1,01,219	1,02,910	1,30,292	1,06,815
9	Coaching earnings . . . . . „	1,76,90,712	* 15,94,951	24,02,340	1,09,58,437	37,75,106
10	Goods earnings . . . . . „	3,54,35,005	42,64,420	33,01,409	1,77,51,598	45,50,297
11	Gross earnings . . . . . „	5,40,70,143	63,68,525	58,37,258	2,94,41,750	86,97,076
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . „	597	142	119	220	209
13	Working expenses . . . . . „	1,72,91,460	34,40,656	33,88,464	(g) 1,75,55,341	43,46,169
14	Working expenses per cent. of gross earnings . Per cent.	31·98	54·03	58·05	59·63	49·97
15	Net earnings . . . . . Rs.	3,67,78,683	29,27,869	24,48,794	1,18,86,409	43,50,907
16	Net earnings per cent. on capital outlay (5) . Per cent.	9·56	2·95	2·27	2·55	4·11
17	Net earnings per cent. on paid up capital . . „	...	2·90	2·27	...	...
18	Passenger train-miles . . . . . Miles.	4,424,079	504,487	765,990	3,594,251	1,092,997
19	Goods train-miles . . . . . „	6,986,690	1,067,530	838,593	4,549,200	1,346,230
20	Total train-miles . . . . . „	11,410,769	1,572,017	1,604,583	8,143,451	2,439,227
21	Coaching earnings per passenger train-mile . . Rs.	4·00	3·16	3·14	3·05	3·45
22	Goods earnings per goods train-mile . . . . „	5·07	3·99	3·94	3·90	3·38
23	Gross earnings per train mile . . . . . „	4·74	4·05	3·63	3·62	3·57
24	Working expenses per train-mile . . . . . „	1·52	2·19	2·11	2·16	1·78
25	Net earnings per train-mile . . . . . „	3·22	1·86	1·52	1·46	1·79
26	Cost of train staff per train-mile . . . . Annas	0·95	0·72	0·64	(h) 0·93	0·78
27	Average number of passengers in a passenger train . No.	253·54	263·78	176·41	211·29	225·78
28	Average distance travelled by a passenger . . . Miles.	65·00	54·48	73·49	54·09	44·74
29	Average number of tons in a goods train . . . Tons.	200·67	118·62	111·87	132·08	108·49
30	Average distance over which a ton of goods was hauled . . . . . Miles.	208·89	99·91	144·15	142·10	90·90
31	Average number of vehicles (excluding brake-vans) — In each passenger train . . . . . No.	14·76	8·99	11·00	11·87	11·43
32	In each goods train . . . . . „	30·87	24·75	28·00	26·92	25·28
33	In each mixed train { Passenger carriages . . „	15·03	9·24	10·00	9·06	8·04
	In each mixed train { Goods vehicles . . . „	3·55	13·21	12·00	7·06	15·06
34	Number of passengers carried one mile . . Unit-miles	1,121,683,547	133,071,001	135,124,666	759,414,979	246,777,734
35	Number of tons of goods carried one mile . . Ton miles	1,402,029,831	126,625,076	93,816,189	600,859,399	146,058,033
36	Average cost of hauling for one mile— One passenger unit . . . . . Pies	0·69	1·29	1·51	(h) 1·31	1·19
37	One ton of goods . . . . . „	1·63	3·50	4·12	(h) 3·58	3·31
38	Average sum received for carrying for one mile— One passenger unit . . . . . Pies.	2·71	2·08	2·88	2·45	2·67
39	One ton of goods . . . . . „	4·85	6·47	6·76	5·67	5·98

N.B.—For information given under progressive numbers 1 to 16, 18 to 25

* The capital outlay here referred to is that shown in Chapter

† Including 2·99 miles

‡ Including 1·60 miles

§ Calculated on 2,799·79

‖ Including the Cawnpore-Burhwal

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railways during the year ending with the 31st December 1896.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XIV Eastern Bengal.	XVI East Coast.	XVIII Great Indian Peninsula. (*g*)	XIX Bombay, Baroda and Central India. (*l*)	XX Madras. (*o*)	XXXII THE NIZAM'S Guaranteed state. (*p*)			
250·00	† 503·50	1,288·00	460·90	857·67	(*q*) 352·90	10,758 02	1	(*a*) Excluding steam-boat service and suspense.
107·56	‡72·74	254·23	112·76	146·50	36·04	2,220·76	2	
413·04	576·24	2,004·15	644·55	1,046·59	368·94	14,125·00	3	(*b*) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
249·75	483 87	1,490·35	460·90	856·47	(*r*) 354·70	10,809·22	4	
6,33,16,985	5,45,51,930	27,90,29,173	(*m*) 10,39,65,512	12,24,75,655	4,22,60,325	1,83,06,45,729	5	(*c*) Including the Bhopal-Itársi, the Bína-Gooua and the Bhopal-Ujjain railways, except as regards item 17.
5,03,02,285	5,22,74,165	27,52,80,876	(*m*) 10,06,62,406	11,99,34,999	4,15,10,112	1,77,97,40,690	6	
2,37,209	1,03,822	2,13,727	(*m*) 2,18,404	1,39,837	1,17,625	1,64,124	7	(*d*) Including 2·89 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand State railway, 15·30 miles of the East Indian railway and 0·13 mile of the Great Indian Peninsula railway worked over.
1,43,575	90,716	1,37,355	(*m*) 1,56,175	1,14,595	1,06,726	1,25,993	8	
28,03,389	13,04,361	96,19,496	56,33,398	46,68,377	9,44,010	6,04,54,577	9	
56,06,271	10,01,400	2,48,89,684	1,01,87,587	62,11,931	24,33,498	11,51,33,100	10	(*e*) Including the Jammu and Kashmir railway (Native state section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways.
87,93,152	24,05,423	3,44,19,629	1,62,03,932	1,10,96,897	34,57,844	18,07,91,629	11	
675	94	444	676	249	187	321	12	
34,94,009	18,75,718	(*k*) 1,89,99,032	73,03,070	56,38,124	(*s*) 17,29,649	8,50,61,692	13	(*f*) Including 13 miles of the East Indian railway, but excluding 6·12 miles used for military traffic only.
39·74	77·98	55·20	45·07	50·81	50·02	47·05	14	
52,99,143	5,29,705	1,54,20,597	89,00,862	54,58,773	17,28,195	9,57,29,937	15	(*g*) Including rent of leased line (Rs. 31,321).
8·37	0·97	5·51	8·63	4·46	4·23	5·23	16	(*h*) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways.
...	...	5·51	8·60	4·53	3·29	...	17	
911,751	355,573	3,941,324	1,838,873	1,311,454	231,462	18,472,241	18	(*i*) Including the Bengal Central railway
908,107	537,538	5,059,609	1,129,007	1,233,191	546,404	24,202,009	19	
1,819,858	893,111	9,000,933	2,467,880	2,544,645	777,866	42,674,340	20	(*j*) Including the Wardha Coal, the Dhond Manmád, the Khámgaon and the Amráoti railways, except as regard items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
3·14	3·67	2 44	4·21	3·56	4·08	3·27	21	
6·17	1·8(	4·82	9·02	5·04	4·45	4·76	22	(*k*) Including rent of leased line (Rs. 5,33,907), but excluding charge incurred direct by the State.
4·83	2·69	3·82	6·57	4·37	4·44	4·24	23	
1·92	2·10	2·11	2·96	2·22	2·22	1·99	24	
2·91	0·59	1·71	3·61	2·15	2·22	2·25	25	(*l*) Including the Pátri branch.
(*t*) 0·67	0·60	1·35	(*u*) 0·60	0·65	0·84	...	26	(*m*) Including the state outlay on the Pátri branch (Rs. 8 08,405) Excluding this outlay, the cost per mile is Rs 2,16,650, and per mile of single track, including sidings, Rs 1,54,920.
198·09	316 07	173·56	269·95	263·49	297·00	224·60	27	
24·08	40·84	39·23	21·68	32·57	48·38	42·62	28	
140·99	106·04	114·90	214·27	114·31	143·61	148·63	29	
86·79	96·76	220·47	152·67	123·57	116·74	159·41	30	(*n*) Including the Gackwar's Petlád and the Nágdá-Ujjain railways.
13·25	24·92	12·00	11·20	11·69	12·39	...	31	(*o*) Including the Kolar Gold-fields railway and the Madras-Ennúr section (Bezwada-Madras) except as regards item 17.
34·59	16·93	25·10	40·25	25·07	22·95	...	32	
10·80	18·62	5·00	10·01	6·15	8·13	...	33	(*p*) Including the Bezwada extension (East Coast State), except as regards items 15, 16 and 17.
6·36	23·16	6·00	13·62	16·99	19·14	...		
180,610,725	112,386,506	684,039,821	361,429,750	345,548,597	68,812,753	4,148,900,07	34	
128,033,009	57,001,732	581,332,068	241,907,415	140,964,403	78,466,828	3,597,093,98	35	(*q*) Including 2·19 miles (Trimulgherry branch) used for military traffic only.
1·05	1·07	1·53	1·28	1·01	0·95	...	36	(*r*) Including 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only.
3·23	3·40	3·93	3·44	4·71	2·97	...	37	
2·71	2·08	2·26	2·63	2·27	2·34	...	38	
8·41	3 37	8·06	8·09	8 46	5·95	...	39	(*s*) Including rent of leased line (Rs. 73,057).

and 34 and 35, see also statements Nos. 23, 32, 33, 34, 35, 36, 37 and 46.
VII, statement No. 22, which is that on lines open to traffic, excluding premiums on lines purchased and expenditure on unopen extensions.
of metre gauge line.
of metre gauge sidings.
miles *vide* note (*c*) in statement 22, page 98.
railway (metre gauge link).

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. XXXVIII Bengal and North-Western—Tirhoot section, Company's section.	XL Rajputana-Malwa.	XLII Southern Mahratta. (d)	XLV South Indian. (e)	XLVII Assam-Bengal.
	METRE GAUGE.					
1	Miles open on the 31st December 1896 . . . . Miles	820·43	1,673·93	1,553·21	1,049·39	285·90
2	Total length of sidings . . . . . „	118·92	(b) 249·69	154·10	135·15	33·81
3	Total length of single track, including sidings . . „	939·35	1,924·76	1,707·31	1,184·54	319·71
4	Mean mileage worked during the year . . . . „	760·47	1,673·93	1,556·20	1,049·39	168·61
5	Capital outlay on open line to the 31st December 1896, *including steam-boat service and suspense** . . Rs.	5,40,31,577	13,28,41,764	12,24,13,556	7,73,31,868	2,64,58,752
6	Capital outlay on open line to the 31st December 1896, *exclusive of steam-boat service and suspense** . . „	5,22,39,892	12,84,50,702	12,03,84,404	7,46,60,497	2,38,45,322
7	Average cost per mile of railway (a) . . . . . „	63,674	76,736	77,507	71,147	83,404
8	Average cost per mile of single track, including sidings (a) . . . . . „	55,613	66,736	70,511	63,029	74,584
9	Coaching earnings . . . . . „	22,21,280	71,48,038	36,00,019	47,57,848	3,86,076
10	Goods earnings . . . . . „	28,73,143	1,21,31,353	53,83,823	41,00,537	2,17,236
11	Gross earnings . . . . . „	57,97,067	1,97,25,977	91,62,980	89,85,262	6,18,786
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . „	134	227	113	165	71
13	Working expenses . . . . . „	25,41,821	87,49,250	51,94,203	49,32,113	5,85,547
14	Working expenses per cent. of gross earnings . Per cent.	43·97	44 35	56·69	54·89	94·63
15	Net earnings . . . . . Rs.	32,42,246	1,0?,76,727	39,68,777	40,53,149	33,239
16	Net earnings per cent. on capital outlay (5) . . Per cent	5·90	8·26	3·24	5·24	0·13
17	Net earnings per cent. on paid up capital . . „	...	...	...	...	...
18	Passenger train-miles . . . . . Miles	744,678	2,235,297	1,400,093	1,570,791	98,601
19	Goods train-miles . . . . . „	1,042,667	3,033,954	2,312,065	1,802,737	166,248
20	Total train miles . . . . . „	1,787,345	5,269,251	3,712,158	3,373,528	264,849
21	Coaching earnings per passenger train-mile . . . Rs.	2·98	3·20	2·57	3·03	3·92
22	Goods earnings per goods train-mile . . . . „	2·76	4·00	2·33	2·27	1·31
23	Gross earnings per train-mile . . . . . „	3·24	3·74	2·47	2 66	2·34
24	Working expenses per train-mile . . . . . „	1·42	1 66	1·40	1 46	2·21
25	Net earnings per train-mile . . . . . „	1 82	2·08	1·07	1·20	0·13
26	Cost of train staff per train-mile . . . . Annas	0·51	(c) 0·63	0·52	(f) 0·36	0·81
27	Average number of passengers in a passenger train . No.	255·84	261·34	210·35	267·54	233·85
28	Average distance travelled by a passenger . . . Miles	34 23	52·56	39·42	32·59	33·87
29	Average number of tons in a goods train . . . Tons	89·02	107·71	68·71	54·73	76·36
30	Average distance over which a ton of goods was hauled . Miles	110·51	204·37	158·16	68·69	62·04
	Average number of vehicles (excluding brake-vans)—					
31	In each passenger train . . . . . No	16·00	12·71	8·69	13·11	27·00
32	In each goods train . . . . . „	29·00	25·54	23·20	15·07	26·00
33	In each mixed train { Passenger carriages . . „	12·00	12 75	6 95	12·87	14·00
	In each mixed train { Goods vehicles . . . „	12·00	9·25	12·04	10·99	15·00
34	Number of passengers carried one mile . . Unit-miles	190,519,539	584,180,016	294,511,611	420,247,182	23,057,215
35	Number of tons of goods carried one mile . . . Ton-miles	92,817,453	326,784,079	158,870,618	98,665,916	12,694,662
	Average cost of hauling for one mile—					
36	One passenger unit . . . . . Pies	0·76	0·82	1·10	(f) 0·93	1·66
37	One ton of goods . . . . . „	2·?1	3·36	3·98	(f) 4·94	5·32
	Average sum received for carrying for one mile—					
38	One passenger unit . . . . . Pies	2·11	2·11	2·11	2·06	3·07
39	One ton of goods . . . . . „	5·94	7·13	6·51	7 98	3·29

N.B.—For information given under progressive numbers 1 to 16, 18 to 25.

* The capital outlay here referred to is that shown in Chapter

† The working of this line has been transferred to a

No. 26—*concld.*

railways during the year ending with the 31st December 1896.

XLVIII Burma.	State lines worked by the State. XLIX Eastern Bengal. Northern and Behar sections (including the Kaunia-Dharlia, 2′ 6″ gauge, branch).	State lines worked by the State. XLIX Eastern Bengal. Dacca section.	Assisted Company. LII Rohilkund and Kumaon. (Company's section). (g)	Lines owned and worked by Native States. LXVI Jodhpore-Bickaneer. Jodhpore section.	Lines owned and worked by Native States. LXVI Jodhpore-Bickaneer. Bickaneer section.	Lines owned and worked by Native States. LXVIII Bhávnagar Gondal-Junágarh-Porbandar. (i)	Total and average of principal metre gauge lines.	Progressive No.	Remarks.
886·45	478·47	85·92	285·09	320·50	43·50	(*j*)379·69	7,862·48	1	
135·14	75·82	14·62	32·35	9·50	1·00	45·56	1,005·66	2	
1,030·59	554·29	100·54	317·44	330·00	44·50	425·25	8,878·28	3	(*a*) Excluding steam-boat service and suspense.
871·63	478·47	85·92	279·42	320·50	43·50	379·69	7,667·73	4	(*b*) Including 3·07 miles of main line laid on the standard gauge.
7,70,83,536	4,01,48,938	67,39,174	1,10,42,091	64,55,244	9,73,294	1,90,92,660	57,55,12,454	5	
7,49,59,689	3,91,73,368	67,39,174	1,08,19,634	64,55,244	9,73,294	1,88,32,653	55,75,33,873	6	(*c*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
84,562	81,872	78,435	37,952	20,141	22,375	(*k*)50,195	70,951	7	
72,735	70,673	67,030	34,084	19,561	21,872	(*l*) 45,287	62,864	8	(*d*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta) the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
39,09,034	19,93,555	3,65,218	5,24,075	5,15,654	42,544	11,32,792	2,65,96,133	9	
35,47,852	32,44,639	1,84,560	5,99,521	6,30,535	67,695	9,92,244	3,39,23,138	10	
76,06,559	57,76,778	5,11,741	12,54,504	11,64,465	1,20,727	21,77,995	6,28,94,841	11	
167	212	115	86	70	53	110	155	12	(*e*) Including the Pondicherry railway.
46,22,808	23,12,757	2,72,619	7,98,704	4,26,192	45,345	11,04,482	3,15,88,841	13	
60·76	40·04	53·27	63·67	36·60	37·56	50·71	50·22	14	(*f*) Including the Pondicherry and the Máyavaram-Mutupet railways.
29,85,751	34,64,021	2,39,122	4,55,800	7,38,273	75,382	10,73,513	3,19,06,000	15	
3·87	8·63	3·55	4·15	11·44	7·75	5·62	5·44	16	(*g*) Including the Lucknow-Bareilly section.
...	...	...	...	...	...	...	...	17	(*h*) No passenger trains were run.
1,050,691	618,204	120,714	163,962	144,189	15,045	317,008	8,484,483	18	
1,427,226	918,693	57,524	292,545	178,381	20,893	278,078	11,531,011	19	(*i*) Including the Jetalsar-Rájkot railway.
2,477,827	1,536,897	178,238	461,507	322,870	35,038	595,086	20,015,494	20	(*j*) Including 4·50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
3·72	3 22	3·03	3·10	3·57	2·83	3·57	3·13	21	
2 49	3·53	2·34	2 05	3·53	3·24	3·57	2·94	22	
3 07	3·75	2·87	2·71	3·61	3·36	3·66	3·14	23	
1·87	1·50	1·53	1·73	1·32	1·26	1·86	1·58	24	(*k*) Calculated on 375·19 miles, excluding dock mileage, *vide* note (*j*).
1·20	2·25	1·34	0·98	2·29	2·10	1·80	1·56	25	
0·74	0·45	0·37	0·48	0 19	0 18	0·39	...	26	(*l*) Calculated on 415·85 miles, excluding the length of single track including sidings of dock line.
220·72	205·04	210·61	192·29	296 71	228·76	224 09	241·20	27	
30·04	41·06	22·20	33·89	56·74	36·91	34·12	38·20	28	
69·24	71·78	47·17	56·55	63·01	61·43	55·29	78·26	29	
98 98	106·33	51·11	57·84	94 08	40·93	58·34	120·93	30	
10·98	15·71	12·09	(*h*)	11·94	13·38	10·65	...	31	
23 97	32·69	16 38	18·00	21·42	22 18	20·85	...	32	
10·23	10·05	13·17	11·00	9·79	8 54	13·41	...	33	
12·70	10·93	5·83	13·00	11·50	11·73	5·85	...		
231,892,033	126,757,119	25,422,984	32,490,492	42,870,941	3,441,673	71,036,955	2,046,427,760	34	
98,816,871	65,941,962	2,713,592	16,543,406	11,240,016	1,283,475	15,375,685	901,747,735	35	
1·40	0·81	1·19	1 25	0·77	0 76	1·37	...	36	
5·30	3·77	6·37	4·56	3·85	3·08	6·35	...	37	
3·08	2·70	2·60	2·93	2·08	2·09	2·87	...	38	
6·89	9·45	9·52	6·96	10·77	10·13	12·39	...	39	

and 34 and 35, see also statements Nos. 23, 32, 33, 34, 35, 36, 37 and 46.
VII, statement No. 22, which is that on lines open to traffic, excluding *premia* on lines purchased and expenditure on unopen extensions.
company from the 1st September 1896.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1896, the net revenue of these railways to the 30th June 1896 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1895.	Interest advanced during 1896.				Total. (b)	Aggregate of net revenue balance for the several half-years to the 30th June 1896.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital. (a)	Total.			
		£	£	£	£	£	£	£	£
XVIII	Great Indian Peninsula	36,945,184	1,199,267	1,549	258	1,201,074	38,146,258	34,923,558	3,222,700
XIX	Bombay, Baroda and Central India . . .	12,848,643	426,657	109	5,042	431,808	13,280,451	12,338,529	941,922
XX	Madras	17,345,728	532,887	...	707	533,594	17,879,322	9,589,863	8,289,459
	TOTAL	67,139,555	2,158,811	1,658	6,007	2,166,476	69,306,031	56,851,950	12,454,081

(a) Interest on overdrawn capital is for the year 1896, being charged in that year by transfer entry.
(b) Represents interest due up to the 30th June 1896 only, the interest for the half-year ended the 31st December 1896 not being paid until the succeeding half-year.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1896 inclusive.

Half-year ending.	XVIII Great Indian Peninsula railway.	XIX Bombay, Baroda and Central India railway.	XX Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896	...	4,45,662	...	4,45,662
TOTAL	11,59,22,409	5,40,86,514	1,12,099	17,01,21,022
Add—Guaranteed lines subsequently purchased by Government—				
East Indian railway	...	...	...	6,38,77,385
Eastern Bengal railway	...	...	...	93,09,567
Sind, Punjab and Delhi railway	...	...	...	2,96,825
South Indian railway	...	...	...	2,92,112
TOTAL	...	...	...	24,38,96,911

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

YEAR.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,956,071	4,651,088	695,017	...
1875 . . .	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,947	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
1880* . . .	65,907,288	2,662,213	3,263,179	600,966	...
1881 . . .	66,349,320	3,110,824	3,272,651	161,827	...
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
1885† . . .	66,558,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891‖ . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . . .	45,137,155	3,012,611	2,148,725	...	863,886
1893 . . .	45,207,409	3,046,225	2,157,007	...	889,218
1894 . . .	45,276,701	2,886,556	2,160,536	...	726,020
1895 . . .	45,594,262	2,909,568	2,164,151	...	745,417
1896 . . .	45,912,510	2,739,964	2,167,939	...	572,025

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sind, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
‖ South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1896.

Classification No.	RAILWAY.	Capital cost.	(f) Net revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4—5.	Company's share of profits for the year.	(a) Dividend earned by company including guaranteed interest.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc. 7 + 9 + 10.	Net result to Government. + gain. — loss.
1	2	3	4	5	6	7	8	9	10	11	12
	State lines worked by companies.	£	Rs.	Rs.	Rs.	Rs.	£ s. d.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	37,200,000 Rs. 4,85,41,858	3,69,74,939	(b) 3,05,50,017	64,24,922	12,84,984	5 3 5	(b) 2,79,22,444	...	(b) 2,92,07,428	+77,67,511
III	BENGAL-NAGPUR	11,05,30,319	28,62,727	48,27,504	...	...	4 0 0	46,37,307	...	46,37,307	—17,74,580
IV	INDIAN MIDLAND	9,25,53,896	19,80,129	44,23,983	...	...	4 0 0	42,30,066	...	42,30,066	—22,49,937
VI & XL	RAJPUTANA-MALWA	15,03,08,348	1,14,71,565	73,48,855	41,22,710	8,24,542	(c)	60,63,242	...	68,87,784	+45,83,781
XLII	SOUTHERN MAHRATTA	9,60,94,787	29,08,052	44,45,744	...	(e) 7,27,013	5 0 8	43,45,773	...	50,72,786	—21,64,734
XLIV	SOUTHERN MAHRATTA (MYSORE SECTION)	1,51,08,257	6,76,753	8,21,588	...	(e) 1,69,188		(d) 5,63,220	...	7,32,408	— 55,655
XLV	SOUTH INDIAN	£ 5,692,557 Rs. 2,65,70,914	40,23,598	24,55,369	15,68,229	2,86,156	4 14 5	40,13,418	...	42,99,574	—2,75,976
	Guaranteed railways.										
XVIII	GREAT INDIAN PENINSULA	27,90,29,173	1,54,10,558	1,30,83,439	43,06,515 —19,79,396	21,53,258	5 12 11	1,99,13,325	1,38,394	2,22,04,977	—67,94,419
XIX	BOMBAY, BARODA AND CENTRAL INDIA	10,31,57,107	89,00,863	47,44,605	41,56,258	20,78,129	7 6 8	71,93,997	63,524	93,35,650	—4,34,787
XX	MADRAS	12,11,52,091	53,85,290	58,11,677	...	...	4 19 0	88,55,588	97,606	89,53,194	— 35,67,904

(a) This column shows approximately the dividends earned by the Companies and not those actually distributed.
(b) Includes £65,500 for redemption of capital.
(c) The profits were paid over to the Bombay, Baroda and Central India Railway Company and were distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.
(d) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 2,33,980.
(e) Company receive one-fourth of the net revenue.
(f) The differences between the figures entered in this column and those given in Chapters VIII and IX, statements Nos. 24, 26 and 36, are due to adjustments on account of outstandings recovered during the year.

CHAPTER IX.

Details of revenue earnings and expenditure.

Public traffic.

The summary of principal commodities in statement No. 31 on page 137 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1896, on the standard and metre gauge railways, to Rs. 14,37,06,753. This, however, includes a sum of Rs. 1,61,28,093 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 12,75,78,660) is mainly accounted for under seven heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, salt, and sugar, the earnings from which amounted to Rs. 8,12,30,717, or about 57 per cent. of the whole, leaving Rs. 4,63,47,943 as the earnings under the remaining twenty-three heads.

Grain and seeds traffic.

2. In grain and seeds, the most important traffic on Indian railways, there was a decrease, compared with the preceding year, of 517,165 tons or 6·53 per cent., the actual figures being:

	Tons.
1895	7,919,991
1896	7,402,826

Wheat traffic.

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1895	1,617,980	1,35,44,545
1896	1,009,269	64,79,096

The quantities of wheat carried by the important exporting railways during the past seven years were as follows: *

Railways.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	313,459	544,877	388,180	319,472	161,923	131,965	127,796
Bombay, Baroda and Central India	40,678	215,323	140,659	49,669	60,818	107,798	54,235
East Indian	139,145	405,193	357,026	166,007	233,028	237,421	141,042
North Western	438,507	716,152	344,958	385,531	543,580	581,449	262,793
TOTAL	931,789	1,881,545	1,230,823	920,679	999,349	1,058,633	585,866

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given:

Ports.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	281,821	661,186	483,075	256,324	75,891	131,697	74,650
Calcutta	67,223	220,207	180,151	54,349	16,580	50,650	3,791
Kurrachee	332,508	524,809	263,376	263,923	298,524	356,688	48,528
TOTAL	681,552	1,406,202	926,602	574,596	387,995	539,035	126,969
Estimated outturn of wheat in India during each previous financial year in tons	1889-90. 6,123,000	1890-91. 6,876,000	1891-92. 5,535,000	1892-93. †7,193,000	1893-94. 6,923,000	1894-95. †6,836,880	1895-96. 5,506,685
Percentage of exports on outturn	11·13	20·45	16·74	†7·99	5·60	†7·88	2·31

* In this table through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire system of railways.

† Revised figures.

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that while the amount of wheat carried by the four principal exporting railways in 1896 for local consumption did not vary very greatly from the normal, the amount exported was very much below the average owing to short crops and high prices.

Principal features of working.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1896 as compared with the previous year. Statements giving detailed statistics for these railways will be found on pages 137 to 161.

East Indian Railway system (standard gauge).

5. The mean mileage worked, including branch lines and lines worked over, was 1,919·45 miles against 1,904·94 miles worked in the previous year. The increase was chiefly due to the working throughout the year of the Nandi-Panuria section and the Damoodur branch, which were respectively opened on the 1st and 30th June 1895.

The gross earnings fell from Rs. 5,59,05,001 in 1895 to Rs. 5,57,02,226 or by Rs. 2,02,775, and as the working expenses* were Rs. 4,10,719 more, the net earnings showed a decrease of Rs. 6,13,495, having fallen from Rs. 3,82,34,978 to Rs. 3,76,21,485.

There was an increase of Rs. 2,72,024 under coaching traffic and a decrease of Rs. 5,43,362 under goods traffic.

The increase in the coaching earnings is ascribed to a general development of the passenger traffic in the first-half of 1896, also to increased receipts from marriage parties and from passengers travelling on pilgrimages, to the increased traffic to the river side stations near the Ganges and to the opening of new stations, but in the second-half of the year there was a falling off, owing to the impoverished condition of the people due to scarcity. The principal decrease under goods traffic occurred under "General merchandise," due to a falling off in the traffic in "Wheat", which is stated to be due to a reduction in sterling prices in Europe combined with a rise in prices in India owing to short crops in several parts of the country; in "Hides and skins," due to an exceptional demand in 1895 for shipment to Europe and America; in "Gunny bags and cloth," due to a falling off in the traffic in grain and pulse; and in "Rape and mustard," to the poor outturn in the Punjab during 1896.

The principal fluctuations in the working expenses were a decrease of Rs. 75,174 under "Maintenance of way, works and stations," increases of Rs. 3,27,406, Rs. 1,48,334 and Rs. 1,96,959 under "Locomotive expenses," "Carriage and wagon expenses," and "Traffic expenses," respectively, and a decrease of Rs. 2,70,451 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was chiefly due to a smaller expenditure on the improvement of the fencing owing to the non-arrival of materials. The increase in "Locomotive expenses" was chiefly under "Maintenance and renewals of locomotive engines," due to exceptionally heavy repairs and renewals of tubes, boiler-plates and axles, and under "Carriage of revenue stores," attributable to an increased charge for carriage of coal to replenish the stocks; that under "Carriage and wagon expenses" was due to the rebuilding of three third class carriages and eleven open-sided wagons more during the year with higher priced materials, and also to the replacement of a larger number of springs, while that under "Traffic expenses" was caused by the addition of 15 per cent. to the salaries of the train staff in lieu of exchange compensation, by the extension of Pintsch's system of gas lighting involving increased consumption of gas, and the opening of additional stations. The decrease under "Special and miscellaneous expenditure" was due partly to a smaller payment on account of the hire of vehicles owing to a fall in the goods traffic and partly to the decrease under "Mileage and demurrage charges on foreign stock" caused by the receipt of a smaller grain and seed traffic by this railway.

* Including contribution to the Provident Fund.

Bengal-Nágpur Railway (standard gauge).

6. Compared with the results of 1895, the gross earnings fell from Rs. 68,74,740 in 1895 to Rs. 63,68,525 or by Rs. 5,06,215, and as the working expenses were Rs. 1,07,359 more, the net earnings decreased by Rs. 6,13,574, having fallen from Rs. 35,41,443 to Rs. 29,27,869.

The coaching earnings showed an increase of Rs. 73,761, whereas the earnings under goods decreased by Rs. 4,85,911.

The increase in the coaching earnings is ascribed chiefly to a general development in all classes of passenger traffic, specially in the third class, due to a larger pilgrim traffic for Allahabad and Benares, to larger bookings of cooly emigrants from Chota Nágpur, Jharsuguda, Balaghat, Purulia, Chakardharpore and Jubbulpore *viá* Katni to the Assam tea gardens, and to a large number of workmen and others travelling over this line for employment on the Sini-Midnapore-Calcutta-Cuttack extensions. The falling off in the goods traffic is explained to have been principally due to a considerable decrease in the traffic in grain and pulse, owing to the failure of the crops in the Central Provinces for want of rain.

The principal fluctuations in the working expenses were increases of Rs. 22,054, Rs. 1,35,894 and Rs. 21,595 under "Maintenance of way, works and stations," "Locomotive expenses" and "Special and miscellaneous expenditure", respectively, and a decrease of Rs. 72,095 under "General charges." The increase under "Maintenance of way, works and stations" was due to the relaying of four miles of permanent-way on the Katni-Umaria section and to ballasting the line in the Chakardharpore district; that under "Locomotive expenses" to the replacement of two locomotive boilers and nine crank axles during the year and to the greater portion of the arrear charges from December 1888 on account of shunting at Nágpur joint station having been debited to this abstract in the first-half of 1896; and that under "Special and miscellaneous expenditure" was due to the debit to this head of these charges commencing from the second-half of 1896. The decrease under "General charges" was consequent on the reduced expenditure in England for home charges, the write-back of supervision charges on account of the offices of the Agent, the Auditor and the Store-keeper to the Sini-Midnapore-Calcutta-Cuttack extensions and a reduction in the cost of rent and maintenance of telegraph instruments.

Indian Midland Railway system (standard gauge).

7. The mean mileage worked during 1896 was 941·53 miles against 819·21 miles worked in the previous year. The increase was due to the opening of the Bína-Goona railway (71·74 miles) and Bhopal-Ujjain railway (113·52 miles) from the 1st May and 11th November respectively in 1895, while in 1896 they were open throughout the year. The Bhopal-Ujjain railway, however, was not opened for coaching traffic till the 11th April.

The gross earnings increased from Rs. 50,03,098 in 1895 to Rs. 58,37,258 or by Rs. 8,34,160, and as the working expenses were Rs. 2,09,035 more only, the net earnings showed an improvement of Rs. 6,25,125, having risen from Rs. 18,23,669 to Rs. 24,48,794.

Of the increase in the gross earnings, Rs. 2,64,503 were derived from coaching traffic and Rs. 6,07,304 from goods traffic. There was, however, a decrease of Rs. 37,647 under sundries due, it is said, principally to mileage and demurrage charges for vehicles over foreign lines.

The increase in the coaching traffic is ascribed to the increase in the mean mileage worked, to the development of the third class passenger traffic on account of the number travelling in connection with marriage parties and native festivals and to the movements of famine-stricken people to the relief works and districts where scarcity was less severe. The principal increases under goods traffic occurred under "General merchandise," due to the importation of large quantities of food grain into the famine-stricken districts; under "Railway materials for construction (Home line only)", to the carriage of material for the Saugor-Katni extension; and under "Coal and coke for revenue only", to the larger consumption on account of the increased mileage worked.

The principal fluctuations in the working expenses were a decrease of Rs. 31,268 under "Maintenance of way, works and stations" and increases of Rs. 1,93,170, Rs. 10,196 and Rs. 26,508 under "Locomotive expenses," "Traffic expenses" and "Special and miscellaneous expenditure", respectively. The decrease under "Maintenance of way, works and stations" was chiefly due to savings in establishment and to less expenditure on extraordinary renewals on the Bhopal state railway. The increase in "Locomotive expenses" was chiefly under fuel, due to the increased mileage run, the larger quantity of Bengal coal used, and to the heavier repairs to boilers; that under "Traffic expenses" was due to the opening of a number of new stations and to the additional train-mileage run, and that under "Special and miscellaneous expenditure", to the increased payments on account of mileage and demurrage.

Godhra-Rutlam-Nágdá Railway (standard gauge).

8. There was an increase of 16·47 miles in the mean mileage worked during 1896, due to the opening of the Rutlam-Nágdá section (25·81 miles).

The gross earnings increased from Rs. 11,02,393 to Rs. 12,95,025 or by Rs. 1,92,632, but as the working expenses were Rs. 1,77,915 more, the net earnings showed an improvement of Rs. 14,717 only, having risen from Rs. 4,73,933 to Rs. 4,88,650.

Of the increase in the gross earnings, Rs. 39,537 were derived from coaching traffic and Rs. 1,46,230 from goods traffic.

The principal increases in the working expenses were Rs. 82,884 under "Maintenance of way, works and stations," Rs. 52,086 under "Locomotive expenses," Rs. 14,740 under "Carriage and wagon expenses," and Rs. 14,595 under "General charges."

Bezwada extension (East Coast State Railway) (standard gauge.)

9. Compared with the results of 1895, the gross earnings decreased from Rs. 1,95,767 to Rs. 1,54,322, and as the working expenses were Rs. 15,142 more, the net earnings showed a decrease of Rs. 56,623, having fallen from Rs. 95,119 to Rs. 38,496.

The number of passengers carried was 172,817 against 157,618 in the previous year, while the earnings therefrom were Rs. 31,426 against Rs. 28,290.

The total tonnage of goods carried was 144,288 tons against 196,225 tons, and the earnings therefrom were Rs. 1,20,226 against Rs. 1,52,826 in the previous year.

This line is worked by the Nizam's Guaranteed state Railways Company at the same percentage of working expenses as obtains on the whole system *plus* 5 per cent. for hire of rolling-stock; and income-tax on the staff at Bezwada.

North Western State Railway (standard gauge).

10. The mean mileage worked, including the Jammu and Kashmir railway (Native state section) and lines worked over, but excluding the Hyderabad-Shadipalli and Rájpura-Bhátinda railways, was 2,573·67 miles against 2,469·62 miles in the previous year. The increase was due to the extension of the Wazirabad-Lyallpur railway and the opening of the Kotri-Rohri chord line.

The gross earnings decreased from Rs. 3,52,18,381 to Rs. 2,94,41,750 or by Rs. 57,76,631, and as the working expenses were Rs. 12,16,043 less only, the net earnings showed a decrease of Rs. 45,60,588, having fallen from Rs. 1,64,46,997 to Rs. 1,18,86,409.

Of the decrease in the gross earnings, Rs. 5,64,652 were in coaching traffic and Rs. 51,03,706 in goods.

The decrease in the passenger earnings was mainly under third class traffic, as owing to the high prices people were less prosperous. The noticeable decreases in the goods traffic, which occurred chiefly under "General merchandise", were in "Grain and pulse," "Sugar," "Oil-seeds," and "Provisions," due almost entirely to less export traffic owing to the famine.

The principal fluctuations in the working expenses were an increase of Rs. 62,628 under "Maintenance of way, works and stations," and decreases of Rs. 11,27,602, Rs. 43,069, and Rs. 67,969 under "Locomotive expenses,"

"Carriage and wagon expenses," and "Traffic expenses" respectively. The increase under "Maintenance of way, works and stations," was mainly due to the larger outlay on maintenance and renewal of permanent-way. The decrease under "Locomotive expenses" was chiefly attributable to less consumption of fuel and to the issue of a smaller quantity of materials for the maintenance and renewals of machinery and plant; that under "Carriage and wagon expenses" to lighter repairs and renewals of vehicles; while that under "Traffic expenses" was accounted for by the reduction of expenditure under "Fuel, lighting, water and general stores."

Through booking to and from Europe.

The following statement compares the North Western State railway earnings from passenger and parcels traffic in connection with the through booking arrangements to and from Europe during the years 1895 and 1896:

	Previous year.		1896.	
	Number or Weight.	Amount.	Number or Weight.	Amount.
From India to England.	No.	Rs.	No.	Rs.
1st class passengers	97	5,508	112	6,278
2nd class passengers	40	1,172	29	853
3rd class passengers	1	14	1	13
Luggage	Tons 3·205	509	Tons 1·719	263
Parcels	„ 4·316	813	„ 3·515	793
Total	...	8,016	...	8,200
From England to India.				
1st class passengers	25	1,705	57½	3,813
2nd class passengers	12	362	12	390
3rd class passengers	...	...	...	...
Luggage	Tons 0·087	14	Tons 4·043	623
Parcels	„ 0·240	39	„ 0·246	58
Total	...	2,120	...	4,884

Hyderabad-Shadipalli Railway (standard gauge).

11. Compared with the results of 1895, the gross earnings increased from Rs. 1,68,139 to Rs. 1,87,503 or by Rs. 19,364, and as the working expenses were Rs. 1,597 more only, the net earnings showed an improvement of Rs. 17,767, having risen from Rs. 46,609 to Rs. 64,376.

Of the increase in the gross earnings, Rs. 14,708 were derived from coaching traffic and Rs. 9,541 from "Sundries."

The increase in the coaching earnings was due to a general development of the passenger traffic and that under "Sundries", to the haulage of vehicles for the Kotri-Rohri railway over the portion of the line from Giddu to Rahuki junction.

The line is worked by the North Western State railway at 45 per cent. of the gross earnings *plus* actual maintenance charges.

Oudh and Rohilkhand State Railway system (standard gauge).

12. Compared with the results of 1895, the gross earnings decreased from Rs. 1,02,94,880 to Rs. 86,97,076 or by Rs. 15,97,804, but as the working expenses were Rs. 6,92,763 less, the decrease in the net earnings was Rs. 9,05,041 only, the figures being Rs. 52,55,948 and Rs. 43,50,907, respectively.

Of the decrease in the gross earnings, Rs. 2,61,988 were due to coaching traffic and Rs. 15,07,939 to goods traffic. There was, however, an increase of Rs. 1,72,125 under sundries, chiefly derived, it is said, from the hire of rolling-stock and from the mileage and demurrage of vehicles over foreign lines.

The decrease in the number of passengers carried amounted to 456,487, and in the earnings realized from this source to Rs. 2,11,815, which is generally attributable to the famine, contracting the resources of the people, and thus restricting journeys by railway on pilgrimages, etc. The decrease in the goods traffic, as compared with 1895, is attributed to the partial failure of the *rabi* crops and to the practically entire failure of the *kharif* crops of the year.

The principal decreases under goods traffic occurred under "General merchandise" and "Railway materials for construction." The former consisted of decreases in the bookings of grain and pulse, hides and skins, jute, metals, oil-seeds and salt. These decreases were, however, partially counterbalanced by the large increase under "Sugar," due, it is stated, to the better crop of 1895 and to consequent heavier despatches from all exporting stations on the line; while the decrease under "Railway materials for construction" was due to reduced receipts from ballast trains which were largely employed on special girder renewals in progress during the previous year.

The decrease in the working expenses was mainly under "Maintenance of way, works and stations" Rs. 3,95,134, due to smaller expenditure on girder renewals and under "Locomotive expenses" Rs. 2,34,188, consequent on reduced train-mileage.

Eastern Bengal State Railway system (standard, metre and special gauges).

13. The mean mileage worked during the year was 814·14 miles against 813·22 miles worked in the previous year. The small increase was due to the extension of the ghât line at Goalundo.

The gross earnings, excluding the Bengal Central railway, increased from Rs. 1,45,09,739 in 1895 to Rs. 1,50,81,671 or by Rs. 5,71,932, but as the working expenses were Rs. 5,44,120 more, the net earnings showed an improvement of Rs. 27,812 only, having risen from Rs. 89,74,474 to Rs. 90,02,286.

Of the increase in the gross earnings, Rs. 1,49,812 were derived from coaching traffic and Rs. 4,98,876 from goods traffic. There was, however, a decrease of Rs. 1,17,794 under steam-boat earnings, owing to the transfer of the working of the Goalundo-Náráyanganj steamer service to the India General Steam Navigation Company from the 1st July 1895. Under the transfer agreement, the Company pays interest and depreciation at the rate of 9 per cent. on the valuation of steamers, etc., chartered to them, of which 5 per cent. is credited to earnings.

The increase in the coaching earnings is ascribed to the general development of the passenger traffic; while that in the goods earnings occurred mainly under "Rice" and was due, it is explained, to the despatch of larger quantities from stations on the Northern and Behar sections, Chitpore, the Port Trust and the East Indian railways to East Bengal, the Darjeeling-Himalayan and the Bengal and North-Western railways in order to meet a heavy demand on account of deficient crops. The increase was also due to a heavy oil-seed traffic from Goalundo and the Eastern districts, to the improvement in the tea traffic which was brisk, and to an increase in the tobacco traffic from the stations on the Northern and Behar sections.

The principal variations in the working expenses were increases of Rs. 56,674, Rs. 1,52,163, Rs. 59,899, Rs. 88,262 and Rs. 2,88,212 under "Maintenance of way, works and stations," "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses," and "Special and miscellaneous expenditure," respectively, and a decrease of Rs. 1,17,985 under "Steam-boat service." The increase under "Maintenance of way, works and stations" occurred chiefly under "Maintenance and renewals of permanent way," due to heavier renewals especially of Denham-Olphert sleepers; on the other hand there were decreases under "New minor works," due to the write-back of certain expenditure to capital and to the execution of a smaller number of works during the year, and under "Unclassified expenditure," to the carriage of less revenue stores. The increase under "Locomotive expenses" was chiefly due to the enhanced price of coal, to the carriage of a larger quantity of coal, especially for the metre gauge sections, and to heavier repairs. The increase under "Carriage and wagon expenses," is chiefly made up of an increase under "Repairs and renewals of goods vehicles" due to heavier renewals of goods wagons, and of a decrease under "Repairs and renewals of coaching vehicles," owing to less renewals of coaching vehicles; that under "Traffic expenses" was chiefly due to the opening of new stations and handling of more goods owing to the increased traffic; while that under "Special and miscellaneous expenditure" was mainly due to the hire, on account of the heavy traffic, of a larger number of wagons and timber trucks from the East Indian, the Bengal-Nágpur and the Oudh and Rohilkhand State railways. The decrease under "Steam-boat service," as above explained, was due to the transfer of the working of the Goalundo-Náráyanganj steamer service.

Bengal Central Railway (standard gauge).

14. Compared with the results of 1895, the gross earnings decreased from Rs. 9,47,391 to Rs. 9,33,266 or by Rs. 14,125, and as the working expenses were Rs. 37,952 more, the net earnings showed a decrease of Rs. 52,077, having fallen from Rs. 3,98,809 to Rs. 3,46,732.

The decrease in the gross earnings is made up by an increase of Rs. 7,985 in the coaching traffic and a decrease of Rs. 21,533 in the goods traffic.

The increase in the coaching earnings is explained to have been principally due to the increased traffic on account of the lunar eclipse in March 1896. The decrease in the goods earnings was mainly due to less exports of "Rice, unhusked" and "Spices," from Singia, Khoolna and the Bengal Central Flotilla *vid* Khoolna to the Calcutta market.

The principal fluctuation in the working expenses was an increase of Rs. 42,788 under "Maintenance of way, works and stations," due chiefly to the renewal of a larger number of sleepers.

This line was worked during the year under review by the Eastern Bengal State railway at 40 per cent. of the gross earnings, maintenance being done by the Company. The working agreement was terminated on the 31st December, and the Company took over the working of their own line from the 1st January 1897.

Calcutta Port Commissioners' Railway (standard gauge).

15. Compared with the results of 1895, the gross earnings increased from Rs. 3,87,560 to Rs. 4,41,434 or by Rs. 53,874, and as the working expenses were Rs. 11,749 more only, the net earnings showed an improvement of Rs. 42,125, having risen from Rs. 1,77,139 to Rs. 2,19,264. The sources of income were goods and sundries.

The earnings under goods traffic increased from Rs. 3,41,045 to Rs. 4,00,640, and was mostly due to increased receipts from grain and pulse, jute and oil-seeds, while those under sundries fell from Rs. 46,515 to Rs. 40,794.

The principal fluctuations in the working expenses were increases of Rs. 2,553, Rs. 13,594 and Rs. 5,248 under "Maintenance of way, works and stations," "Locomotive expenses" and "Carriage and wagon expenses," and decreases of Rs. 2,751 and Rs. 6,647 under "Traffic expenses" and "General charges," respectively. The increase under "Maintenance of way, works and stations" was on account of heavier expenditure under "New minor works;"

that under "Locomotive expenses" was partly due to increased consumption of coal for the new locomotives, as well as on account of an adjustment during the year under review of the cost of coal issued during the half-year ending December 1895, and also to heavy expenditure due to the thorough over-hauling of several locomotives; while that under "Carriage and wagon expenses" was due to heavier repairs of goods vehicles. The decrease under "Traffic expenses" was chiefly due to the debit in 1895 of a portion of handling charges of the previous year and that under "General charges" to the payment of less rent for a building for storing jute and to the advance payments made for the insurance of godowns for two years up to July 1897, so that no payments were made in 1896.

East Coast State Railway (standard gauge).

16. The mean mileage worked during the year 1896 was 483·87 miles against 395·88 miles in the previous year. The increase was due to the working during the whole year of the sections Palasa to Berhampore-Ganjám and Berhampore-Ganjám to Rambha against nine and four months, respectively, only in 1895, and to the opening of the sections Rambha to Khurda Road and Khurda Road to Bhubaneswar on the 1st March and 20th July 1896, respectively.

The gross earnings increased from Rs. 19,04,251 in 1895 to Rs. 24,05,423 or by Rs. 5,01,172, and as the working expenses were Rs. 3,00,652 more only, the net earnings showed an improvement of Rs. 2,00,520, having risen from Rs. 3,29,185 to Rs. 5,29,705.

Of the increase in the gross earnings, Rs. 2,50,876 were derived from coaching traffic and Rs. 2,33,337 from goods traffic.

The increase in both the coaching and goods traffic is ascribed to the increase in the mean mileage worked and to the development of traffic.

The principal fluctuations in the working expenses were increases of Rs. 1,25,732, Rs. 52,759, Rs. 54,144, and Rs. 46,172 under "Maintenance of way, works and stations," "Locomotive expenses," "Traffic expenses" and "General charges." The increase under "Maintenance of way, works and stations" was principally due to the extra mileage open, to the repairs of the damage caused by floods in 1895, and to the debit to revenue of ballast train charges, which in the previous year were debited to capital on the portion of the line under construction. The increases under "Locomotive expenses," "Traffic expenses" and "General charges" were principally due to the extra mileage open.

Great Indian Peninsula Railway system (standard gauge).

17. The mean mileage worked during the year 1896 was 1,490·35 miles against 1,490 23 miles in the previous year. The increase was due to the opening of the extension of the Mohpáni branch to Gotitoria on the 22nd November 1896.

The gross earnings increased from Rs. 3,37,90,193 in 1895 to Rs. 3,44,19,629 or by Rs. 6,29,436, and as the working expenses were Rs. 52,729 less, the net earnings showed an improvement of Rs. 6,82,165, having risen from Rs. 1,47,38,432 to Rs. 1,54,20,597.

The increase in the gross earnings was chiefly derived from goods traffic, which increased by Rs. 7,82,596. The earnings from coaching traffic were less by Rs. 1,79,981.

The increase in the goods earnings was chiefly under the head of "Grain and pulse" and "Oil-seeds," the former being due to the importation of jawar and bajra from the Madras Presidency to meet the demands in the famine districts, the latter to an abundant linseed crop in Khandeish and in the Deccan. The carriage of a large quantity of Singareni coal consequent on its introduction into the Bombay market also produced considerable revenue.

The increase of 2,638,406 in the number of passengers carried with the decrease of Rs. 91,074 in the earnings was due principally to the reduction in the third class fares from 2½ pies to 2 pies and to the conveyance of passengers by goods trains. The decreases under the other heads of coaching traffic were chiefly due to the conveyance of transport animals for the Chitral expedition in 1895, and to the running of a smaller number of special trains for Native Princes.

The principal fluctuations in the working expenses were an increase of Rs. 1,86,507 under "Maintenance of way, works and stations" and decreases of Rs. 1,12,552, Rs. 25,813, Rs. 55,559 and Rs. 30,315 under "Locomotive expenses," "Traffic expenses," "General charges" and "Rent of leased lines," respectively. The increase under "Maintenance of way, works and stations" was due to the extraordinary outlay in connection with the restoration of bridges destroyed by the floods of 1895. The decrease under "Locomotive expenses" was due to a reduction in the ton-mile rate for revenue stores and to an improvement in the exchange value of the rupee. The decrease under "Traffic expenses" was mostly due to a reduction in the staff of guards and brakesmen. "General charges" were reduced owing to a reduction in the staff of signallers and inspectors. The decrease under "Rent of leased lines" was due to the smaller traffic on the state lines.

Bombay, Baroda and Central India Railway (standard gauge).

18. Compared with the results of 1895, the gross earnings decreased from Rs. 1,75,53,067 in 1895 to Rs. 1,62,03,932 or by Rs. 13,49,135, and as the working expenses* were Rs. 6,87,066 more, the net earnings decreased by Rs. 20,36,201, having fallen from Rs. 1,09,37,063 to Rs. 89,00,862.

The earnings from goods traffic decreased by Rs. 17,30,984; but the earnings from coaching traffic increased by Rs. 2,89,874.

The decrease in the goods traffic is chiefly ascribed to the falling off in the traffic in "Grain and pulse" and "Oil-seeds" from stations on the Ánand-Godhra branch and from foreign lines *viá* Godhra and Sábarmati to Bombay.

The increase in the coaching traffic was due chiefly to the increase in the Bombay local and suburban traffic and to bookings from stations in the island of Bombay to stations north of Mahim, due apparently to the exodus from Bombay in consequence of the plague.

The principal fluctuations in the working expenses were an increase of Rs. 7,53,924 under "Maintenance of way, works and stations," and a decrease of Rs. 88,159 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was principally due to more extensive renewals of permanent-way material, to increased expenditure on Warren girder renewals and to repairs to banks damaged by heavy rain. The decrease under "Special and miscellaneous expenditure" was due principally to the settlement of heavy claims for damages to goods in 1895.

Madras Railway system (standard gauge).

19. The mean mileage worked during the year 1896 was 856·47 miles against 849·22 miles in the previous year. The increase was due to the opening of the Madras-Ennúr section of the Bezwada-Madras railway on the 22nd February 1896.

The gross earnings decreased from Rs. 1,13,61,360† in 1895 to Rs. 1,10,96,897 or by Rs. 2,64,463, and as the working expenses increased by Rs. 2,21,874, the net earnings were Rs. 4,86,337 less, having fallen from Rs. 59,45,110 to Rs. 54,58,773.

There was an increase of 1,127,296 in the number of passengers carried, but a decrease of Rs. 94,690 in the earnings, due to the reduction of the third class fare by day trains for short distances.

The decrease of Rs. 1,84,673 under goods earnings was chiefly due to the falling off in the local traffic, especially in unhusked rice due to the scarcity of rain, to the falling off of the timber traffic between Podanur and Calicut stations and of the local traffic in provisions.

The principal fluctuations in the working expenses were increases of Rs. 1,00,869, Rs. 63,088, Rs. 26,800 and Rs. 34,781 under "Maintenance of way, works and stations," "Locomotive expenses," "Carriage and wagon expenses" and "Traffic expenses," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to heavier renewals with 30 feet bull-headed steel rails, to the amount charged off for depreciation on bridge materials in stock, and to a smaller credit on account of stores returned to

* Including contribution to the Provident Fund.

† Revised figures.

stock. There were also maintenance charges on account of the Madras-Ennúr section of the Bezwada-Madras railway. The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel during the year. The increase under "Carriage and wagon expenses" was principally owing to the renewal of a larger number of vehicles during the year. The increase under "Traffic expenses" was due to the promotion of officers, to the increased consumption and a higher cost of lighting oils, and to the charge for the revenue portion of the cost of the installation of gas lighting of railway carriages. On the other hand, there was a decrease under loss by exchange, due to the substitution of country for English forms and books, and to a more favourable rate of exchange.

The Nizam's Guaranteed State Railway system (standard gauge).

20. Compared with the results of 1895, the gross earnings of the entire system increased from Rs. 34,11,308 in 1895 to Rs. 34,57,844 or by Rs. 46,536, and as the working expenses* were Rs. 82,447 less, the net earnings showed an improvement of Rs. 1,28,983, having risen from Rs. 16,72,269 to Rs. 18,01,252.

Of the increase in the gross earnings, Rs. 32,707 were derived from coaching traffic and Rs. 13,027 from goods traffic.

The increase in the coaching earnings is ascribed partly to the increase in the third class passengers by trains other than mail, partly to the general development of the ordinary public traffic and partly to the improvement in cross traffic with the East Coast State and the Great Indian Peninsula railways; while that in the goods earnings is explained to have been principally under "Rice (unhusked)" in the local inward traffic of Warangal.

The principal fluctuations in the working expenses were decreases of Rs. 17,564, Rs. 20,216 and Rs. 40,499 under "Maintenance of way, works and stations," "Locomotive expenses," and "Carriage and wagon expenses," respectively. The decrease under "Maintenance of way, works and stations" was due to the outlay on special renewals of permanent-way on the Wadi-Secunderabad section and the Trimulgherry branch being very small; that under "Locomotive expenses," to decreases under running expenses and fuel; while that under "Carriage and wagon expenses" was attributed to less repairs and renewals to vehicles during the year under review.

Nágdá-Ujjain Railway (standard gauge).

21. The line was opened for traffic on the 15th July 1896, and the mean mileage worked during the year was 16·10 miles.

The gross earnings amounted to Rs. 40,701, the working expenses to Rs. 22,939 and the net earnings to Rs. 17,762.

Of the total earnings, Rs. 12,554 were derived from coaching traffic and Rs. 27,904 from goods traffic.

The line is worked by the Bombay, Baroda and Central India Railway Company at the home line percentage.

The Gaekwar's Petlád Railway (standard gauge).

22. Compared with the results of 1895, the gross earnings increased from Rs. 73,891 in 1895 to Rs. 1,17,540 or by Rs. 43,649, and as the working expenses were Rs. 7,386 more only, the net earnings showed an improvement of Rs. 36,263, having risen from Rs. 46,584 to Rs. 82,847.

Of the increase in the gross earnings, Rs. 1,576 were derived from coaching traffic and Rs. 43,017 from goods traffic.

The increase in the coaching traffic is ascribed to the development of the third class passenger traffic, while that in the goods traffic was chiefly due to the credit of Rs. 32,507 during 1896 on account of terminal charges due for previous half-years.

The increase in the working expenses was due to the increase in the varying percentage of expenses on the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

* Including contribution to the Provident Fund, but excluding rent paid for the lease of the Bezwada extension (East Coast State railway).

Rájpura-Bhátinda Railway (standard gauge).

23. Compared with the results of 1895, the gross earnings decreased from Rs. 13,18,902 in 1895 to Rs. 9,97,825 or by Rs. 3,21,076, but as there was a reduction of Rs. 1,76,592 in the working expenses, the net earnings showed a decrease of Rs. 1,44,484 only, having fallen from Rs. 5,93,506 to Rs. 4,49,022.

Of the decrease in the gross earnings, Rs. 10,297 were due to coaching traffic and Rs. 3,10,209 to goods traffic.

The decrease in the coaching traffic occurred mainly under third class passengers, while that in the goods traffic is explained to have occurred under "Grain and pulse," Rs. 2,81,290, and under "Oil-seeds," Rs. 47,485, and to be due to the failure of the crops.

The line is worked by the North Western State railway at a fixed percentage on the gross earnings.

Bengal and North-Western Railway system (metre gauge).

24. The mean mileage worked during the year 1896 was 760·47 miles against 756·30 miles in the previous year. The increase was due to the opening of the branch from Jarwal Road to Burhwal (9·30 miles) from the 24th November 1896, and of the Gonda-Balrampur (22 miles), Nanpara-Jangal Motipur (15 miles) and Bhatni-Bhagalpur-Gogra (17·14 miles) branches from the 15th December 1896.

The gross earnings increased from Rs. 56,60,679 in 1895 to Rs. 57,87,067 or by Rs. 1,26,388, but as the working expenses were Rs. 1,41,967 more, the net earnings showed a decrease of Rs. 15,579, having fallen from Rs. 32,57,825 to Rs. 32,42,246.

The earnings from coaching traffic decreased by Rs. 1,38,644, whereas the earnings from goods traffic increased by Rs. 2,03,129.

The decrease in the coaching earnings is ascribed to the falling off in the third class passenger traffic, owing to a smaller attendance at *melas* and to the restriction of the general movement of the masses to a limited area on account of the apprehended scarcity, while the increase in the goods earnings is explained to have been due partly to the opening of the extensions, but mainly to the rise in the price of food grains on account of the anticipated failure of crops, and brisk imports and exports due to favourable markets in consequence. There was also an increase in the oil-seed traffic due to better crops.

The principal fluctuations in the working expenses were increases of Rs. 95,892, Rs. 47,487, and Rs. 27,059 under "Maintenance of way, works and stations," "Locomotive expenses," and "Carriage and wagon expenses," respectively, and a decrease of Rs. 25,576 under "General charges." The increase under "Maintenance of way, works and stations" was due to the laying of new rails, that under "Locomotive expenses," to the rise in the price of coal and the heavier consumption of wood, and that under "Carriage and wagon expenses" to the erection of some iron covered goods wagons to replace old wooden ones. The decrease under "General charges" was chiefly due to the absence of any charges for the line of telegraph instruments which were purchased from Government during 1895.

Rajputana-Malwa Railway (metre gauge).

25. Compared with the results of 1895, the gross earnings fell from Rs. 2,34,40,581 in 1895 to Rs. 1,97,25,977 or by Rs. 37,14,604, and as the working expenses were Rs. 6,96,069 less only, the net earnings showed a decrease of Rs. 30,18,535, having fallen from Rs. 1,39,95,262 to Rs. 1,09,76,727.

Of the decrease in the gross earnings, Rs. 3,56,825 were due to coaching traffic and Rs. 33,69,117 to goods traffic.

The decrease in the coaching earnings was due to a falling off in the number of Hindu marriage parties, while that under goods traffic is explained to have chiefly occurred under "Cotton," "Grain and pulse," "Salt" and "Oil-seeds," due to a decrease in the traffic from stations on the Rewári-Ferozepore section, Delhi and beyond to Cawnpore and to foreign lines *viá* Sábarmati, Bhátinda and Delhi, as also from stations on the Cawnpore-Achnera section to foreign lines beyond Cawnpore.

The principal variations in the working expenses as compared with the previous year were an increase of Rs. 87,308 under "Maintenance of way, works and stations," and decreases of Rs. 6,09,664, Rs. 79,607, Rs. 46,780 and Rs. 37,912 under "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses," and "General charges," respectively. The increase under "Maintenance of way, works and stations" was partly due to the payment of grain compensation allowances, partly to the heavy expenditure on renewal of sleepers and partly to a larger credit in the previous year for materials returned to stock. The decrease under "Locomotive expenses" is attributed to less train-mileage run consequent on the fall in the traffic, to the reduction both of the price of coal and of the quantity used; that under "Carriage and wagon expenses," to less repairs and renewals to rolling-stock during the year under review; that under "Traffic expenses", partly to the adjustment in the previous year of arrear undercharges on castor oil, and to a smaller consumption of stores owing to a decrease in the traffic; while that under "General charges," chiefly to the reduction in the charges for rent and maintenance paid to the Telegraph Department.

Pálanpur-Deesa Railway (metre gauge).

26. Compared with the results of 1895, the gross earnings increased from Rs. 38,182 in 1895 to Rs. 51,629 or by Rs. 13,447, but as the working expenses were Rs. 7,120 more, the net earnings showed an improvement of Rs. 6,327 only, having risen from Rs. 22,845 to Rs. 29,172.

Of the increase in the gross earnings, Rs. 593 were derived from coaching traffic and Rs. 12,823 from goods traffic.

The increase in the coaching earnings is ascribed to the development of the third class passenger traffic, and that in the goods earnings was chiefly due to the credit of Rs. 11,602 during 1896 on account of terminal charges due for previous half years.

The principal increases in the working expenses were Rs. 1,682 under "Maintenance of way, works and stations," Rs. 2,281 under "Locomotive expenses," Rs. 1,281 under "Traffic expenses," and Rs. 1,016 under "General charges."

The line is worked by the Bombay, Baroda and Central India Railway Company at the same percentage of gross earnings as prevails on the Rajputana-Malwa railway, and the increase under the various heads is due to the fluctuations in the percentage on that railway.

Southern Mahratta Railway system (metre gauge).

27. Compared with the results of 1895, the gross earnings increased from Rs. 88,38,028 in 1895 to Rs. 91,62,980 or by Rs. 3,24,952, and as the working expenses were Rs. 1,02,923 less, the net earnings showed an improvement of Rs. 4,27,875, having risen from Rs. 35,40,902 to Rs. 39,68,777.

The principal variations in the gross earnings were a decrease of Rs. 39,452 under coaching traffic and an increase of Rs. 3,84,106 under goods traffic.

The increase in the number of passengers carried and in the earnings therefrom amounted to 136,035, and Rs. 2,904, respectively. The improvement in numbers carried was due to an increase in the short distance passenger traffic, and that in amount to the troop specials run from Belgaum. There was, however, a decrease of Rs. 42,356 under other coaching traffic.

The increase in the goods earnings is explained to have been mainly due to the heavy exportation to the famine districts of food grains, chiefly jawar and other grains from Harihar, Devangeri, Dhárwár and Belgaum stations. There was, however, a large decrease under "Coal", due to the cessation of bookings from foreign lines *viâ* Bezwada to Dharmavaram and beyond.

The principal fluctuations in the working expenses were a decrease of Rs. 1,34,272 under "Maintenance of way, works and stations" and an increase of Rs. 42,535 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was principally due to the curtailment of the special renewals of sleepers. The increase under "Traffic expenses" was mainly attributable to the heavier share of the joint station expenses at Bangalore City and Bezwada, to the employment of additional hands for working the traffic

diverted *viâ* Poona, to promotions to the staff, and in some measure also to the issue of old and obsolete forms for rough use at stations in the previous corresponding period.

South Indian, including the Pondicherry Railway (metre gauge).

28. Compared with the results of 1895, the gross earnings increased from Rs. 89,65,275 in 1895 to Rs. 89,85,262 or by Rs. 19,987, and as the working expenses decreased by Rs. 99,156, the net earnings showed an improvement of Rs. 1,19,143, having risen from Rs. 39,34,006 to Rs. 40,53,149.

The increase in the earnings from coaching traffic amounted to Rs. 75,590, and is ascribed to a general development owing to a very favourable season during the first-half of the year. The result for the year would have been even better but for a break in the line, caused by floods, between Coleroon and Vaithisvarankoil in August 1896. An outbreak of cholera also reduced the attendance at the festivals of Srirangam and Chidambaram towards the close of the year. The earnings from goods traffic, were however, Rs. 83,243, less, the falling off being chiefly in the long lead traffic, due to the want of rain in the northern districts.

The principal fluctuations in the working expenses were decreases of Rs. 46,243 under "Maintenance of way, works and stations," of Rs. 70,838 under "Locomotive expenses," and of Rs. 46,313 under "Carriage and wagon expenses," and increases of Rs. 48,072 under "Traffic expenses" and of Rs. 16,456 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was chiefly due to the renewal with 50 lb. rails of 16·12 miles only against 18·01 in 1895, to the issue of large quantities of tools and plant and to the depreciation in permanent-way chairs in stock charged off in the previous corresponding period; that under "Locomotive expenses" occurred chiefly under "Maintenance and renewals of locomotive engines." Coal supplies were delivered at various locomotive centres instead of only at Dharmavaram and Madras as in the previous year; hence "Carriage of revenue stores" was considerably less than in 1895. There was also a saving due to the purchase of coal at cheaper rates. The decrease in "Carriage and wagon expenses" was chiefly due to the repairs of a smaller number of vehicles consequent, to a great extent, upon the temporary closing of the workshops owing to the Negapatam riot. The increase under "Traffic expenses" was due to the opening of two trial stations at Serandanur and Adyakamangalam, to the employment of six additional ticket examiners, to the substitution of European and Eurasian station masters for natives at some of the principal stations, to the appointment of platform inspectors at Tanjore, Trichinopoly and Madura stations, and to the purchase of two ticket printing machines from England; while that under "Special and miscellaneous expenditure" was almost entirely due to the adjustment of arrear debits by the Southern Mahratta railway on account of interest charges on the capital outlay on joint works at Dharmavaram station from January 1893 to December 1895.

Máyavaram-Mutupet Railway (metre gauge).

29. Compared with the results of 1895, the gross earnings increased from Rs. 2,42,023 to Rs. 2,47,772, or by Rs. 5,749, and as there was a slight increase in the working expenses of Rs. 55, the net earnings showed an improvement of Rs. 5,694, having risen from Rs. 93,668, to Rs. 99,362.

There was an increase of Rs. 8,635 under coaching traffic, due to the ordinary development of this class of traffic. The earnings from goods traffic, however, showed a falling off of Rs. 3,610, due, it is said, to the carriage of a smaller quantity of railway materials for construction.

The line is worked by the South Indian railway, and the working expenses are calculated in the ratio of total expenditure to total receipts of both railways, *plus* a charge of 5 per cent. of the Máyavaram-Mutupet railway gross receipts for hire of rolling-stock lent by the South Indian railway. No charge has been made to the Máyavaram-Mutupet railway on account of interest charges on the capital cost of the joint stations at Máyavaram and Tiruvalur pending sanction to the working agreement.

Assam-Bengal Railway (metre gauge).

30. The mean mileage worked during the year 1896 was 168·61 miles. No comparison can be made with the previous year, as the first portion of the line was only opened to traffic on the 1st July 1895.

The gross earnings for the year 1896 amounted to Rs. 6,18,786 and the working expenses to Rs. 5,85,547, leaving Rs. 33,239 as net earnings.

The number of passengers carried was 680,834 and the total earnings from coaching traffic Rs. 3,86,076.

The weight of goods lifted was 204,617 tons and the earnings therefrom Rs. 2,17,236, which were chiefly derived from "General merchandize" and "Railway materials for construction."

The working expenses were high as compared with other railways, but the matter is receiving attention, and as additional lengths of the line are opened to traffic, reductions will be effected.

Burma Railways (metre gauge).

31. The mean mileage worked during the year 1896 was 871·63 miles against 762·91 miles in the previous year. The increase was due to the opening of the sections from Nankan to Mohnyin and Nahakaung to Katha, 88·75 miles, for two months and eleven days only in 1895, and also to the opening of the section from Mohnyin to Mogaung, 52·34 miles, from the 1st March 1896, except for a period of about a month during the rains.

The gross earnings increased from Rs. 67,11,062 in 1895 to Rs. 76,08,559 or by Rs. 8,97,497, but as the working expenses were Rs. 6,14,102 more, the net earnings showed an improvement of Rs. 2,83,395 only, having risen from Rs. 27,02,356 to Rs. 29,85,751.

Of the increase in the gross earnings, Rs. 3,61,018 were derived from coaching traffic and Rs. 4,53,922 from goods traffic.

The increase in the coaching earnings is explained to have been due to the increased mileage worked, to the reduction of the third class passenger fares on the Mu Valley section from pies 3 to pies 2 per mile, and to the general development of the passenger traffic. A considerable portion of the increase is also attributable to the prevalance of scarcity in certain districts of Upper Burma, which caused the emigration of large numbers of the population to Lower Burma.

The increase in the goods earnings is said to be chiefly due to the increased mileage worked, to the increased traffic in husked rice owing to the scarcity in Upper Burma, to the development of the timber traffic and to the export of sleepers to India. The increase is also ascribed to the increased earnings from "Railway materials for construction," due to the construction of the Mandalay-Kunlon railway.

The principal increases in the working expenses were Rs. 1,73,813 under "Maintenance of way, works and stations," Rs. 1,35,819 under "Locomotive expenses," Rs. 68,355 under "Carriage and wagon expenses," Rs. 1,09,572 under "Traffic expenses" and Rs. 95,952 under "General charges." The increase under "Maintenance of way, works and stations," was due to the renewal with 50 lb. rails of 22 miles against 11 miles, to the increased mileage worked, to heavy repairs to stations and buildings and to depreciation on stores; that under "Locomotive expenses" to the increased train-mileage run and to the carriage of coal and wood fuel to the Upper district on account of the shortness of wood fuel; that under "Carriage and wagon expenses," to the increased length of line and to the heavy repairs and renewals of vehicles which could not be taken in hand in former years owing to the erection of new stock; that under "Traffic expenses," to the appointment and promotion of certain superior officers and to the employment of additional staff consequent on the increased length of line open; and that under "General charges," to the charges for the Home Board establishment and Government supervision.

Deoghur Railway (metre gauge).

32. Compared with the results of 1895, the gross earnings decreased from Rs. 33,611 to Rs. 30,014 or by Rs. 3,597, and as the working expenses were Rs. 212 more, the net earnings showed a decrease of Rs. 3,809, having fallen from Rs. 15,308 to Rs. 11,499.

The decrease in the gross earnings was due to a falling off of 30,412 in the number of passengers carried and of Rs. 3,545 in the earnings therefrom, owing to a smaller number of pilgrims visiting the shrine at Baidyanath on account of the famine.

The principal fluctuations in the working expenses were an increase of Rs. 472 under "Maintenance of way, works and stations," a decrease of Rs. 382 under "Locomotive expenses," an increase of Rs. 145 under "Carriage and wagon expenses," a decrease of Rs. 123 under "Traffic expenses" and an increase of Rs. 185 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due, it is explained, to the renewal of a larger number of sleepers.

Rohilkund and Kumaon Railway system (metre gauge).

33. The mean mileage worked during the year 1896 was 279·42 miles against 281·82 miles in the previous year. The decrease was due to the closing of the Dudwa branch for a longer period.

The gross earnings increased from Rs. 12,30,438 in 1895 to Rs. 12,54,504 or by Rs. 24,066, but as the working expenses were Rs. 35,929 more, the net earnings showed a decrease of Rs. 11,863, having fallen from Rs. 4,67,663 to Rs. 4,55,800.

The principal fluctuations in the gross earnings were a decrease of Rs. 22,728 in the passenger traffic, and increases of Rs. 24,666 in the goods traffic and of Rs. 23,853 in sundries including telegraph.

The decrease in the passenger earnings is ascribed to a falling off of passenger traffic at all the stations on the Lucknow-Bareilly section owing to a general scarcity among the people of the districts served by this railway; while the increase in the goods earnings is explained to have been mainly due to the larger exports of potatoes from Haldwáni to foreign railways *viá* Lucknow, and of sugar, chiefly from Pilibhit *viá* Bareilly, and from Gola, Lakhímpur and Sitapur *viá* Lucknow.

The principal fluctuations in the working expenses were an increase of Rs. 23,718 under "Maintenance of way, works and stations," a decrease of Rs. 15,197 under "Locomotive expenses," and an increase of Rs. 28,500 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was, it is stated, mainly due to a larger renewal of sleepers and to heavier repairs of bridges and stations. The decrease in the "Locomotive expenses" was consequent on the introduction of wood fuel on the Lucknow-Bareilly section and on the improved quality of the fuel used; while the increase under "Special and miscellaneous expenditure" was due to the inclusion of the expenses of all out-agencies in the working expenses of the open system.

Bengal Dooars Railway (metre gauge).

34. Compared with the results of 1895, the gross earnings increased from Rs. 2,53,537 to Rs. 2,70,451 or by Rs. 16,914 but as the working expenses were Rs. 12,558 more, the net earnings showed an improvement of Rs. 4,356 only, having risen from Rs. 1,27,458 to Rs. 1,31,814.

The increase in the gross earnings was entirely due to the large increase of Rs. 24,855 under goods traffic, derived almost entirely from general merchandise.

The principal fluctuations in the working expenses were increases of Rs. 2,916 under "Locomotive expenses," Rs. 2,043 under "Carriage and wagon expenses," Rs. 8,516 under "Traffic expenses," Rs. 1,075 under "General charges," a decrease of Rs. 4,399 under "Steam-boat expenses," and an increase of Rs. 1,684 under "Special and miscellaneous expenditure."

Dibru-Sadiya Railway (metre gauge).

35. Compared with the results of 1895, the gross earnings increased from Rs. 6,01,142 to Rs. 6,47,360 or by Rs. 46,218, and as the working expenses were Rs. 3,475 more only, the net earnings showed an increase of Rs. 42,743, having risen from Rs. 2,69,543 to Rs. 3,12,286.

Of the increase in the gross earnings, Rs. 5,469 were derived from coaching traffic and Rs. 22,088 from goods traffic.

The increase in the coaching earnings was due to the general development of the passenger traffic; and that in the goods earnings principally to the exports of a larger quantity of Makum coal and increased imports of food grains for tea gardens and the collieries. The increase was also due to an improvement in the oil traffic owing to the development of the Digboi Petroleum works and in the traffic in tea shooks for the tea gardens.

The principal fluctuations in the working expenses were a decrease of Rs. 5,744 under "Maintenance of way, works and stations," and increases of Rs. 3,565 and Rs. 4,732 under "Locomotive expenses" and "Carriage and wagon expenses," respectively. The decrease under "Maintenance of way, works and stations" was chiefly due to a credit for materials and labour supplied to the Powai, Bisacopi and Makum (Assam) tea gardens for the construction of sidings. The increase under "Locomotive expenses" was due to the entertainment of increased running staff, owing to the increased traffic and train-mileage, and that under "Carriage and wagon expenses," to heavier repairs and renewals of rolling-stock and to the conversion of 6 covered goods wagons into 4 luggage and 2 inspector's vans.

The Gaekwar's Mehsána Railway (metre gauge).

36. Compared with the results of 1895, the gross earnings increased from Rs. 3,38,445 to Rs. 4,23,283 or by Rs. 84,838, and as the working expenses were Rs. 16,016 more only, the net earnings showed an improvement of Rs. 68,822, having risen from Rs. 2,02,440 to Rs. 2,71,262.

Of the increase in the gross earnings, Rs. 7,196 were derived from coaching traffic and Rs. 78,644 from goods traffic; there was a decrease of Rs. 1,002 under sundries.

The increase in the coaching earnings is ascribed to the development of the passenger traffic, and that in the goods earnings was chiefly due to the credit of Rs. 80,834 during 1896 on account of terminal charges due for previous half years.

The increase in the working expenses was due to the increase in the varying percentage of expenses to the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

Jodhpore-Bickaneer Railway (metre gauge).

37. Compared with the results of 1895, the gross earnings increased from Rs. 9,74,738 to Rs. 11,64,465 or by Rs. 1,89,727, on the Jodhpore section, and from Rs. 86,538 to Rs. 1,20,727 or by Rs. 34,189, on the Bickaneer section; and as the working expenses were Rs. 20,700 more on the Jodhpore section and Rs. 3,903 more on the Bickaneer section, the net earnings showed an improvement of Rs. 1,69,027 and Rs. 30,286 respectively, having risen from Rs. 5,69,246 to Rs. 7,38,273 on the Jodhpore section and from Rs. 45,096 to Rs. 75,382 on the Bickaneer section.

Of the increase in the gross earnings, Rs. 11,508 were derived from coaching traffic and Rs. 1,75,853 from goods traffic on the Jodhpore section, while on the Bickaneer section, the increases were Rs. 3,352 and Rs. 29,014 from coaching and goods traffic, respectively.

The increase in the coaching earnings is mainly ascribed to a large number of Hindu marriages during the year, while that in the goods earnings is explained to have been due to the increased traffic in grains, chiefly from Balotra to Bickaneer on account of the famine.

On the Jodhpore section, the principal fluctuations in the working expenses were an increase of Rs. 15,625 under "Locomotive expenses," a decrease of Rs. 16,152 under "Carriage and wagon expenses," and an increase of Rs. 13,460 under "Special and miscellaneous expenditure." The increase under "Locomotive expenses" is said to be due to the consumption of more fuel on account of the additional train-mileage run. The decrease under "Carriage and wagon expenses" is accounted for by less repairs and renewals of vehicles. The increase under "Special and miscellaneous expenditure" was due to the pay-

ment of additional mileage and demurrage charges on account of the heavier goods traffic during the year. There were no important variations on the Bickaneer section.

Oodeypore-Chitor Railway (metre gauge).

38. As the line was only opened for five months in 1895, no useful comparison can be made between the earnings and expenditure for that year and for 1896.

The mean mileage worked during the year was 60·35 miles.

The gross earnings amounted to Rs. 1,35,220, the working expenses to Rs. 81,469 and the net earnings to Rs. 53,751.

Of the gross earnings, Rs. 96,713 were derived from coaching traffic, Rs. 37,517 from goods and Rs. 990 from sundries.

The line is worked as regards Engineering maintenance for the actual expenditure incurred, *plus* a charge of 10 per cent. for Engineering supervision, the expenses under the remaining abstracts being calculated at the same percentage of expenditure to earnings as prevails on the Rajputana-Malwa railway.

Bhávnagar-Gondal-Junágarh-Porbándar Railway system (metre gauge).

39. Compared with the results of 1895, the gross earnings increased from Rs. 21,35,558 to Rs. 21,77,995 or by Rs. 42,437, and as the working expenses were Rs. 1,32,410 less, the net earnings showed an improvement of Rs. 1,74,847, having risen from Rs. 8,98,666 to Rs. 10,73,513.

Of the increase in the gross earnings, Rs. 31,836 were derived from coaching traffic and Rs. 9,506 from goods traffic.

The increase in the coaching earnings is ascribed to a general development of the passenger traffic and to a larger number of special trains run during the year, while that in the goods earnings is explained to have been mainly due to a larger inwards traffic in grains from the Bombay, Baroda and Central India railway *viá* Wadhwán junction and from Bombay by sea. The increase is also ascribed to an improvement in the outwards traffic in "Cotton, raw."

The principal fluctuations in the working expenses were a decrease of Rs. 1,54,993 under "Maintenance of way, works and stations," and an increase of Rs. 23,403 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was mainly due to a smaller renewal of sleepers and the collection of less ballast during the year, and to the abnormal expenditure incurred on the restoration of the Ojet bridge in the previous year. The increase under "Locomotive expenses" was chiefly due to heavier repairs and renewals of locomotive engines and to the increased consumption of coal which was purchased at a higher rate.

Statistics of working of the special gauge railways.

40. Statistics of working of the special gauge railways for the year 1896 will be found in statement No. 37-A., on pages 162 and 163. The general results of working these railways for the past five years are given in statement No. 37-B., on pages 164 and 165.

STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways, during the year 1896, as compared with the previous year (details given in Appendix H).

Progressive No.	Description of commodity.	Quantity.		Earnings.		Quantity.		Earnings.		Progressive No.
		Previous year.	1896.	Previous year.	1896.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	4,416,776	4,505,758	1,28,84,420	1,34,98,668	88,982	...	6,14,248	...	1
2	Cotton, raw	738,499	734,875	1,06,68,677	1,01,96,181	...	3,624	...	4,72,496	2
3	Cotton, manufactured	453,415	442,326	76,90,630	73,25,547	...	11,089	...	3,65,083	3
4	Drugs and chemicals	57,195	60,922	8,16,020	8,46,352	3,727	...	30,332	...	4
5	Dyes and tans	231,155	217,750	26,15,895	23,42,110	...	13,405	...	2,73,785	5
6	Grain and pulse	6,140,643	5,701,249	3,77,99,631	3,01,86,439	...	4,39,394	...	76,13,192	6
7	Hides and skins	185,200	165,876	23,49,078	21,02,903	...	19,324	...	2,46,175	7
8	Horns	16,751	13,663	1,37,519	1,16,181	...	3,088	...	21,338	8
9	Jute	1,179,716	1,200,312	68,64,696	63,73,532	20,596	...	...	4,91,164	9
10	Lac	40,448	44,231	4,58,813	5,13,463	3,783	...	54,650	...	10
11	Leather, manufactured	14,040	13,400	2,62,435	2,54,266	...	640	...	8,169	11
12	Liquors	82,541	82,211	9,92,204	9,82,010	...	330	...	10,194	12
13	Metals	437,434	468,347	46,67,026	47,49,904	30,913	...	82,878	...	13
14	Oils	385,885	393,811	30,24,500	30,03,888	7,926	...	...	20,612	14
15	Oil-seeds	1,779,348	1,701,577	1,20,64,994	1,10,95,251	...	77,771	...	9,69,743	15
16	Opium	21,920	25,049	4,54,088	4,66,344	3,129	...	12,256	...	16
17	Paper and paste-board	30,112	32,474	3,86,835	3,78,017	2,362	...	...	8,818	17
18	Provisions	677,425	654,657	64,87,460	60,66,859	...	22,768	...	4,20,601	18
19	Railway plant and rolling-stock carried for the public and foreign railways	283,025	468,566	13,92,131	26,29,425	185,541	...	12,37,294	...	19
20	Salt	1,444,345	1,471,713	85,86,833	84,51,630	27,368	...	...	1,35,203	20
21	Saltpetre, etc.	84,045	104,349	6,73,147	8,31,034	20,304	...	1,57,887	...	21
22	Silk, raw	3,143	3,401	69,472	78,114	258	...	8,642	...	22
23	Silk, piece-goods	900	767	26,305	21,811	...	133	...	4,494	23
24	Spices	239,693	213,409	23,03,423	20,39,803	...	26,284	...	2,63,620	24
25	Stone and lime	823,039	830,215	18,69,055	21,37,046	7,176	...	2,67,991	...	25
26	Sugar	1,075,074	1,161,703	74,49,736	76,02,137	86,629	...	1,52,401	...	26
27	Tea	88,505	119,362	10,81,378	11,37,635	30,857	...	56,257	...	27
28	Timber	813,450	773,348	29,37,374	28,74,649	...	40,102	...	62,725	28
29	Tobacco	178,477	220,209	15,24,061	19,13,409	41,732	...	3,89,348	...	29
30	Wool, raw	36,528	39,361	8,43,545	9,13,145	2,776	...	69,600	...	30
31	Wool, manufactured	9,918	9,205	1,95,559	1,92,332	...	713	...	3,227	31
32	All other articles of merchandise	1,916,214	1,978,171	1,28,24,479	1,23,86,668	61,957	...	...	4,37,811	32
	TOTAL	23,884,856	23,852,207	15,24,01,419	14,37,06,753	...	32,649	...	86,94,666	

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	EAST INDIAN	474·25	1,226·86	1,701·11	456·97	2,632·33	1,736·29 (a)	(a) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
III	BENGAL-NÁGPUR	...	860·88	860·88	99·38	960·26	862·33 (a¹)	(a¹) Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.
IV	INDIAN MIDLAND	...	679·56	679·56	85·80	765·36	941·53 (b)	(b) Including V, XXIX, XXX, and XXXI; also 15·30 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway and 2·89 miles of the Rajputana-Malwa railway worked over.
V	BHOPAL-ITÁRSI (BRITISH SECTION)	...	13·11	13·11	3·01	16·12	(c) (13·11)	(c) Included with IV.
VI	GODHRA-RUTLAM-NÁGDÁ	...	140·91	140·91	14·32	155·23	131·69	
VII	WARDHA COAL	...	44·88	44·88	6·04	50·92	(d) (44·88)	(d) Included with XVIII.
VIII	DHOND-MANMÁD	...	145·44	145·44	14·24	159·68	(d)(145·44)	
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	20·58	20·58	0·96	21·54	(e) (20·58)	(e) Included with XXXII.
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	...	8·45	8·45	2·11	10·56	(f) (7·25)	(f) Included with XX.
	TOTAL	474·25	3,140·67	3,614·92	682·83	4,772·00	3,671·84	
	State lines worked by the State.							
XI	NORTH WESTERN	41·26	2,672·65	2,713·91 (g)	697·88 (h)	3,453·05	2,573·67 (i)	(g) Excluding the Mushkaf-Bolán railway constructed, but not worked, but including 6·12 miles (Meear Meer chord, and Ferozepore cantonment to Hussainiwala) used for *military* traffic only, the Wazirabad-Lyallpur railway (open section) and the Kotri-Rohri chord line.
XII	HYDERABAD-SHADIPALLI	...	58·91	58·91	5·14	64·05	58·91	(h) Including the Mushkaf-Bolán railway constructed but not worked—*vide* remark (g).
XIII	OUDH AND ROHILKHAND	...	812·37	812·37	123·95	936·32	797·51	
XIV	EASTERN BENGAL	55·48	194·52	250·00	107·56	413·04	249·75	
...	BENGAL CENTRAL	...	125·01	125·01	20·83	145·84	125·01	
XV	CALCUTTA PORT COMMISSIONERS'	...	8·53	8·53	12·28	20·81	8·53	(i) Including XXXVII; also 13 miles of the East Indian railway, but excluding 6·12 miles used for military traffic only,—*vide* remark (g).
XVI	EAST COAST	...	503·50 (j)	503·50	72·74 (k)	576·24	483·87 (l)	(j) Including 2·99 miles of metre gauge line.
	TOTAL	96·74	4,375·49	4,472·23	1,040·38	5,609·35	4,297·25	(k) Including 1·60 miles of metre gauge sidings.
	Lines worked by guaranteed companies.							(l) Excluding 2·99 miles of metre gauge line worked over by the Southern Mahratta railway.
XVIII	GREAT INDIAN PENINSULA	461·92	826·08	1,288·00	254·23	2,004·15	1,490·35 (m)	(m) Including VII, VIII, XVII and XXVIII.
XIX	BOMBAY, BARODA AND CENTRAL INDIA	70·89	390·01	460·90	112·76	644·55	460·90	
XX	MADRAS	42·41	796·82	839·23	140·87	1,022·51	856·47 (n)	(n) Including X and XXV.
	TOTAL	575·22	2,012·91	2,588·13	507·86	3,671·21	2,807·72	
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA	...	160·47	160·47	17·11	177·58	160·93	
XXII	TARKESSUR	...	22·23	22·23	2·93	25·16	22·23	
	TOTAL	...	182·70	182·70	20·04	202·74	183·16	
	Lines owned by native states and worked by companies.							
XXVII	KHÁMGAON	...	7·55	7·55	0·87	8·42	(d) (7·55)	
XXVIII	AMRÁOTI	...	5·44	5·44	0·65	6·09	(d) (5·44)	
XXIX	BÍNA-GOONA	...	71·74	71·74	5·31	77·05	(e) (71·74)	
XXX	BHOPAL-UJJAIN	...	113·52	113·52	7·20	120·72	(e)(113·52)	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	...	44·28 (o)	44·28	8·66	52·94	(e) (44·28) (p)	(o) Including 2·19 miles (Trimulgherry branch) used for military traffic only.
XXXII	THE NIZAM'S GUARANTEED STATE	...	332·32	332·32	35·08	367·40	354·70	(p) Including IX; also 3·10 miles worked over twice by each train and 0·89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only, — *vide* remark (o).
XXXIII	NÁGDÁ-UJJAIN	...	34·67	34·67	1·06	35·73	16·10	
XXXIV	THE GAEKWAR'S PETLÁD	...	13·35	13·35	1·77	15·12	13·35	
XXXV	KOLAR GOLD-FIELDS	...	10·00	10·00	3·52	13·52	(q) (10·00)	(q) Included with XX.
	TOTAL	...	632·87	632·87	64·12	696·99	384·15	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.—*concld.*							
	Lines owned by native states and worked by state railway agency.							
XXXVI	RÁJPURA-BHÁTINDA	...	107·94	107·94	14·86	122·80	107·94	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	15·92	15·92	4·59	20·51	(*a*) (15·92)	(*a*) Included with XI.
	TOTAL	...	123·86	123·86	19·45	143·31	107·94	
	TOTAL STANDARD GAUGE	1,146·21	10,468·50	11,614·71	2,334·68	15,095·60	11,452·06	
	METRE GAUGE.							
	State lines worked by companies.							
XXXVIII	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	...	341·80	341·80	51·92	393·72	760·47	
	COMPANY'S SECTION	...	478·63	478·63	67·00	545·63		
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	231·17	231·17	27·76	258·93	(*b*)(213·50)	(*b*) Included with LII.
XL	RAJPUTANA-MALWA	1·14	1,672·79	1,673·93	(*c*) 249·69	1,924·76	1,673·93	(*c*) Including 3·07 miles of main line laid on the standard gauge.
XLI	PÁLANPUR-DEESA	...	17·28	17·28	1·29	18·57	17·28	
XLII	SOUTHERN MAHRATTA	...	1,042·04	1,042·04	111·01	1,153·05	(*d*)1,556·20	(*d*) Including XLIII, XLIV, LXI, LXII and LXIII; also 2·09 miles of the East Coast State railway worked over.
XLIII	GUNTAKAL-MYSORE FRONTIER	...	119·50	119·50	9·31	128·81	(*e*) (119·50)	
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	296·00	296·00	27·62	323·62	(*e*)(296·00)	(*e*) Included with XLII.
XLV	SOUTH INDIAN	...	1,041·59	1,041·59	133·33	1,174·92	(*f*)1,049·39	(*f*) Including LXXII.
XLVI	MÁYAVARAM-MUTUPET	...	53·99	53·99	5·40	59·39	53·99	
XLVII	ASSAM-BENGAL	...	285·90	285·90	33·81	319·71	168·61	
XLVIII	BURMA (*g*)	9·00	877·45	886·45	135·14	1,030·59	871·63	(*g*) The working of this line has been transferred to a company from the 1st September 1896.
	TOTAL	10·14	6,458·14	6,468·28	583·28	7,331·70	6,151·50	
	State lines worked by the State.							
XLIX	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	...	478·47	478·47	75·82	554·29	478·47	
	DACCA SECTION	...	85·92	85·92	14·62	100·54	85·92	
L	CAWNPORE-BURHWAL (METRE GAUGE LINE)	...	34·57	34·57	2·77	37·34	3·59	
	TOTAL	...	598·96	598·96	93·21	692·17	567·98	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*contd.*

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	Assisted companies.							
LI	DEOGHUR	...	4·79	4·79	0·62	5·41	4·79	
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	53·92	53·92	4·59	58·51	(*a*) 279·42	(*a*) Including XXXIX; also 12 miles of the Lucknow-Bareilly section worked over.
LIII	BENGAL DOOARS	...	36·40	36·40	7·23	43·63	36·40	
LIV	DIBRU-SADIYA	...	77·50	77·50	9·66	87·16	77·50	
	TOTAL	...	172·61	172·61	22·10	194·71	398·11	
	Lines owned by native states and worked by companies.							
LX	THE GAEKWAR'S MEHSÁNA	...	92·63	92·63	11·73	104·36	92·63	
LXI	KOLHÁPUR	...	29·07	29·07	1·70	30·77	(*b*) (29·07)	(*b*) Included with XLII.
LXII	YESVANTPUR-MYSORE FRONTIER	...	51·35	51·35	3·37	54·72	(*b*) (51·35)	
LXIII	MYSORE-NANJANGÚD	...	15·25	15·25	1·09	16·34	(*b*) (15·25)	
	TOTAL	...	188·30	188·30	17·89	206·19	92·63	
	Lines owned and worked by native states.							
LXVI	JODHPORE-BICKANEER—							
	JODHPORE SECTION	...	320·50	320·50	9·50	330·00	320·50	
	BICKANEER SECTION	...	43·50	43·50	1·00	44·50	43·50	
LXVII	OODEYPORE-CHITOR	...	60·39	60·39	3·76	64·15	60·35	
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*c*)	...	333·46	333·46	41·95	375·41	379·69	(*c*) Including 4·50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves, also LXIX only in the case of mean mileage worked. (*d*) Included with LXVIII.
LXIX	JETALSAR-RÁJKOT	...	46·23	46·23	3·61	49·84	(*d*) (46·23)	
	TOTAL	...	804·08	804·08	59·82	863·90	804·04	
	Foreign lines.							
LXXI	WEST OF INDIA PORTUGUESE	...	51·00	51·00	11·85	62·85	51·00	
LXXII	PONDICHERRY	...	7·80	7·80	1·82	9·62	(*e*) (7·80)	(*e*) Included with XLV.
	TOTAL	...	58·80	58·80	13·67	72·47	51·00	
	TOTAL METRE GAUGE	10·14	8,280·89	8,291·03	1,059·97	9,361·14	8,065·26	

N. B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*concld.*

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year—concld.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State line worked by the State.							
LXXV	JODHÁT (2′ 0″)	...	28·00	28·00	1·80	29·80	26·78	
	Assisted company.							
LXXVI	DARJEELING-HIMALAYAN (2′ 0″) .	...	51·00	51·00	3·00	54·00	51·00	
	Line owned by native state and worked by company.							
LXXVIII	THE GAEKWAR'S DABHOI (2′ 6″) .	...	71·66	71·66	4·98	76·64	71·66	
	Line owned by native state and worked by state railway agency.							
LXXX	COOCH BEHAR (2′ 6″)	...	22·12	22·12	1·62	23·74	22·12	
	Line owned and worked by native state.							
LXXXI	MORVI (2′ 6″)	...	94·36	94·36	4·00	98·36	94·36	
	TOTAL SPECIAL GAUGES .	...	267·14	267·14	15·40	282·54	265·92	
	TOTAL OF ALL RAILWAYS .	1,156·35	19,016·53	20,172·88	3,410·05	24,739·28	19,783·24	

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	60,147	5,88,614	194,171	7,80,477	1,096,982	11,50,164
III	BENGAL-NÁGPUR	6,746	39,751	17,177	36,268	40,991	29,297
IV	INDIAN MIDLAND (*a*)	12,441	1,26,774	40,361	1,51,502	402,618	4,92,820
VI	GODHRA-RUTLAM-NÁGDÁ	546	2,836	2,731	6,569	2,402	3,414
	TOTAL	79,880	7,57,975	254,440	9,74,816	1,542,993	16,75,695
	State lines worked by the State.						
XI	NORTH WESTERN (*b*)	46,831	3,45,504	149,113	4,34,275	940,737	9,45,213
XII	HYDERABAD-SHADIPALLI	565	981	3,456	2,263	16,757	6,908
XIII	OUDH AND ROHILKHAND	22,977	1,18,054	68,372	1,56,248	142,088	1,37,822
XIV	EASTERN BENGAL	43,665	1,09,046	122,717	1,17,125	757,401	3,30,086
	BENGAL CENTRAL	2,662	5,302	33,052	18,745	116,283	63,917
XV	CALCUTTA PORT COMMISSIONERS' (*c*)	...	...	...	...	...	...
XVI	EAST COAST	3,796	23,144	21,341	33,821	1,584	2,233
	TOTAL	120,496	6,02,031	398,051	7,62,477	1,974,850	14,86,179
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA (*d*)	100,008	5,19,165	764,640	8,05,396	429,090	7,77,407
XIX	BOMBAY, BARODA AND CENTRAL INDIA	136,826	1,48,776	1,210,535	4,35,009	548,799	8,51,737
XX	MADRAS (*e*)	26,455	2,00,986	114,973	2,47,335	...	...
	TOTAL	263,289	8,68,927	2,090,148	14,87,740	977,889	16,29,144
	Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	8,250	73,493	20,975	75,001	45,400	55,733
XXII	TARKESSUR	322	294	3,146	1,335	119,984	28,232
	TOTAL	8,572	73,787	24,121	76,336	165,384	83,965
	Lines owned by native states and worked by companies.						
XXXII	THE NIZAM'S GUARANTEED STATE (*f*)	7,544	53,031	38,143	74,634	323,200	1,65,144
XXXIII	NÁGDÁ-UJJAIN	50	126	164	205	143	66
XXXIV	THE GAEKWAR'S PETLÁD	132	114	2,301	917	...	...
	TOTAL	7,726	53,271	40,608	75,756	323,343	1,65,210
	Line owned by native state and worked by state railway agency.						
XXXVI	RÁJPURA-BHÁTINDA	4,077	8,106	5,796	5,417	43,984	17,336
	TOTAL	4,077	8,106	5,796	5,417	43,984	17,336
	TOTAL STANDARD GAUGE	484,040	23,64,097	2,813,164	33,82,542	5,028,443	50,57,529

No. 33.

railways during the year ending with the 31st December 1896.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
15,934,816	1,32,96,821	17,285,616	1,58,16,076	18,74,636	1,76,90,712	I	
2,194,151	13,33,212	2,259,065	14,38,528	1,56,423	15,94,951	III	
1,383,269	12,55,075	1,838,689	20,26,171	3,76,169	24,02,340	IV	(a) Including the Bhopal-Itárai, the Rina-Goona and the Bhopal-Ujjain railways.
347,809	1,66,318	353,488	1,79,137	21,687	2,00,824	VI	
19,859,545	1,60,51,426	21,736,858	1,94,59,912	24,28,915	2,18,88,827		
12,903,014	79,50,850	14,039,695	96,75,842	12,82,595	1,09,58,437	XI	(b) Including the Jammu and Kashmir railway (Native state section).
325,558	80,868	346,336	91,020	3,908	94,928	XII	
5,282,117	30,22,571	5,515,554	34,34,695	3,40,411	37,75,106	XIII	
6,576,854	19,95,309	7,500,637	25,51,566	3,11,823	28,63,389	XIV	
1,611,031	4,95,791	1,763,028	5,83,755	15,282	5,99,037		
...	...	...	...	...	...	XV	(c) There is no passenger traffic on this line.
2,725,191	11,60,453	2,751,912	12,19,651	84,710	13,04,361	XVI	
29,423,765	1,47,05,842	31,917,162	1,75,56,529	20,38,729	1,95,95,258		
16,145,075	59,56,158	17,438,813	80,58,126	15,61,370	96,19,496	XVIII	(d) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
14,777,339	35,19,106	16,673,499	49,54,628	6,78,770	56,33,398	XIX	
10,469,610	36,32,018	10,611,038	40,80,339	5,88,038	46,68,377	XX	(e) Including the Madras-Ennór section (Bezwada-Madras) and the Kolar Gold-fields railway.
41,392,024	1,31,07,282	44,723,350	1,70,93,093	28,28,178	1,99,21,271		
912,736	4,92,861	987,361	6,97,088	1,43,222	8,40,310	XXI	
1,093,840	2,52,381	1,217,292	2,82,242	5,193	2,87,435	XXII	
2,006,576	7,45,242	2,204,653	9,79,330	1,48,415	11,27,745		
1,053,532	5,45,574	1,422,419	8,38,383	1,05,627	9,44,010	XXXII	(f) Including the Bezwada extension (East Coast State).
41,275	11,725	41,632	12,122	432	12,554	XXXIII	
279,263	48,705	281,696	49,736	2,267	52,003	XXXIV	
1,374,070	6,06,004	1,745,747	9,00,241	1,08,326	10,08,567		
945,293	3,40,116	999,150	3,70,975	22,047	3,93,022	XXXVI	
945,293	3,40,116	999,150	3,70,975	22,047	3,93,022		
95,001,273	4,55,55,912	103,326,920	5,63,60,080	75,74,610	6,39,34,690		

* See also statements Nos. 26 and 36.

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	Railway.	1st class.		2nd class.		3rd or intermediate class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	Metre gauge.		Rs.		Rs.		Rs.
	State lines worked by companies.						
XXXVIII	Bengal and North-Western—						
	Tirhoot section	16,435	53,229	23,450	41,098	78,026	40,995
	Company's section . . .						
XL	Rajputana-Malwa	18,851	1,39,211	67,145	2,07,350	264,902	2,90,482
XLI	Pálanpur-Deesa	554	568	1,782	767	...	...
XLII	Southern Mahratta (*a*) . . .	18,022	1,04,364	56,937	1,44,001	...	...
XLV	South Indian (*b*)	22,324	71,733	2,29,260	1,82,072	...	...
XLVI	Máyavaram-Mutupet . . .	355	425	11,126	3,914	...	...
XLVII	Assam-Bengal	1,006	4,441	4,126	7,688	...	...
XLVIII	Burma†	20,829	92,514	2,55,263	2,11,183	...	...
	Total .	98,376	4,66,485	6,49,089	7,98,573	342,928	3,31,477
	State line worked by the State.						
XLIX	Eastern Bengal—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . . .	8,965	69,689	21,775	80,936	144,717	1,29,628
	Dacca section	3,517	5,021	11,243	9,177	79,141	23,836
	Total .	12,482	74,710	33,018	90,113	223,858	1,53,464
	Assisted companies.						
LI	Deoghur	820	410	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (*c*)	4,267	31,386	14,657	56,653	9,702	7,818
LIII	Bengal Dooars	441	1,490	1,557	2,700	1,065	663
LIV	Dibru-Sadiya	3,823	9,653	2,497	3,715	...	...
	Total .	9,351	42,939	18,711	63,068	10,767	8,481
	Line owned by native state and worked by company.						
LX	The Gaekwar's Mehsána . .	377	833	4,311	3,881	...	...
	Total .	377	833	4,311	3,881	...	...
	Lines owned and worked by native states.						
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section . . .	1,325	9,518	6,133	13,503	...	...
	Bickaneer section . . .	311	1,020	766	1,032	...	...
LXVII	Oodeypore-Chitor	510	1,830	1,714	3,238	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (*d*)	6,261	17,993	52,187	62,078	...	...
	Total .	8,407	30,361	60,800	79,851	...	...
	Foreign line.						
LXXI	West of India Portuguese . .	1,886	1,984	11,089	4,498	...	...
	Total .	1,886	1,984	11,089	4,498	...	...
	Total metre gauge .	130,879	6,17,312	777·018	10,39,984	577,553	4,93,422

† The working of this line has been transferred to a company from the 1st September 1896.

No. 33—*concld.*

railways during the year ending with the 31st December 1896—concld.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
						XXXVIII	
5,447,180	19,54,787	5,565,091	20,90,109	1,31,171	22,21,280		
10,763,829	57,84,869	11,114,727	64,22,412	7,25,626	71,48,038	XL	
113,789	19,373	116,125	20,708	1,791	22,499	XLI	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier, and Mysore-Nanjangúd railways.
7,396,506	29,90,546	7,471,465	32,38,911	3,61,108	36,00,019	XLII	
12,644,762	42,62,277	12,896,346	45,16,082	2,41,766	47,57,848	XLV	
1,077,988	1,75,752	1,089,419	1,80,091	3,265	1,83,356	XLVI	
675,702	3,56,613	680,834	3,68,742	17,334	3,86,076	XLVII	(b) Including the Pondicherry railway.
7,443,334	34,20,317	7,719,426	37,24,014	1,85,020	39,09,034	XLVIII	
45,563,040	1,89,64,534	46,653,433	2,05,61,069	16,67,081	2,22,28,150		
						XLIX	
2,911,448	14,99,641	3,686,905	17,79,894	2,13,661	19,93,555		
1,051,098	3,06,823	1,144,999	3,44,857	20,361	3,65,218		
3,962,546	18,06,464	4,231,904	21,24,751	2,34,022	23,58,773		
190,134	25,684	190,954	26,094	...	26,094	LI	
930,168	3,59,773	958,794	4,55,630	68,445	5,24,075	LII	(c) Including the Lucknow-Bareilly section.
147,239	37,908	150,302	42,761	7,232	49,993	LIII	
210,764	96,257	217,084	1,09,625	18,114	1,27,739	LIV	
1,478,305	5,19,622	1,517,134	6,34,110	93,791	7,27,901		
692,815	1,66,149	697,503	1,70,863	9,623	1,80,486	LX	
692,815	1,66,149	697,503	1,70,863	9,623	1,80,486		
						LXVI	
748,099	4,41,014	755,557	4,64,035	51,619	5,15,654		
92,165	35,393	93,242	37,445	5,099	42,544		
199,124	84,761	201,348	89,829	6,884	96,713	LXVII	
2,023,442	9,81,591	2,081,890	10,61,662	71,130	11,32,792	LXVIII	(d) Including the Jetalsar-Rájkot railway.
3,062,830	15,42,759	3,132,037	16,52,971	1,34,732	17,87,703		
237,229	53,471	250,204	59,953	7,738	67,691	LXXI	
237,229	53,471	250,204	59,953	7,738	67,691		
54,996,765	2,30,52,999	56,482,215	2,52,03,717	21,46,987	2,73,50,704		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN . . .	2,821,480	2,34,04,956	6,449	2,64,327	80,029	82,693	2,879,056	1,01,40,512
III	BENGAL-NÁGPUR . . .	477,349	36,61,158	356	6,743	39,552	59,730	570,928	2,80,093
IV	INDIAN MIDLAND (*a*) . .	397,233	29,82,696	1,938	23,038	135,857	1,25,882	2,120	7,888
VI	GODHRA-RUTLAM-NÁGDÁ .	249,182	9,83,695	356	3,192	36,154	43,815	40	98
	TOTAL .	3,945,194	3,10,32,505	9,099	2,97,300	291,592	3,12,120	3,452,144	1,04,28,591
	State lines worked by the State.								
XI	NORTH WESTERN (*b*) .	1,920,904	1,54,00,917	22,626	4,31,884	785,612	3,69,204	30,318	1,04,639
XII	HYDERABAD-SHADIPALLI .	55,619	76,514	126	77	21,830	1,972	143	40
XIII	OUDH AND ROHILKHAND	977,185	49,54,789	3,526	39,879	242,061	1,05,003	22,018	72,874
XIV	EASTERN BENGAL . .	1,140,179	52,72,190	325	1,505	56,767	73,661	126,093	1,11,893
	BENGAL CENTRAL . .	120,340	2,96,765	113	107	175	68	24,616	26,702
XV	CALCUTTA PORT COMMISSIONERS'.	761,507	3,99,104	...	...	...	...	16,345	6,080
XVI	EAST COAST . . .	291,876	5,85,921	4	58	128,990	1,65,288	8,660	12,903
	TOTAL .	5,267,610	2,60,86,200	26,720	4,73,510	1,235,435	7,15,196	228,193	3,35,131
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (*c*)	1,856,418	2,22,93,132	10,411	2,05,471	26,832	30,267	170,627	6,00,984
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	1,203,389	90,83,601	969	28,223	142,415	1,50,437	52,571	2,97,389
XX	MADRAS (*d*) . . .	786,429	55,05,278	1,903	78,319	1,115	3,461	95,002	4,45,348
	TOTAL .	3,846,236	3,68,82,011	13,283	3,12,013	170,362	1,84,165	318,200	13,43,721
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA .	106,325	4,35,947	1,066	12,365	1,076	393	4,193	8,874
XXII	TARKESSUR	18,697	23,694	...	...	212	56	2,529	1,062
	TOTAL. .	125,022	4,59,641	1,066	12,365	1,288	449	6,722	9,936
	Lines owned by native states and worked by companies.								
XXXII	THE NIZAM'S GUARANTEED STATE (*e*).	231,152	13,68,867	766	12,159	10,278	10,756	229,804	9,43,038
XXXIII	NÁGDÁ-UJJAIN . . .	13,560	27,680	...	...	141	41	28	40
XXXIV	THE GAEKWAR'S PETLÁD .	24,296	31,296	...	...	...	...	...	...
	TOTAL .	269,008	14,27,843	766	12,159	10,419	10,797	229,832	9,43,078
	Line owned by native state and worked by state railway agency.								
XXXVI	RÁJPURA-BHÁTINDA . .	192,503	5,57,634	2,264	22,519	268	474	2,050	4,580
	TOTAL .	192,503	5,57,634	2,264	22,519	268	474	2,050	4,580
	TOTAL STANDARD GAUGE .	13,645,573	9,64,45,834	53,198	11,29,866	1,709,364	12,23,201	4,237,141	1,30,65,037

No. 34.

during the year ending with the 31st December 1896.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
3,228	9,540	397,023	8,37,923	520,381	4,27,426	4,144	1,61,943	1,05,685	6,711,740	3,54,35,005	I	
1,702	12,900	39,331	1,29,277	138,140	99,163	43	1,324	14,032	1,267,401	42,64,420	III	
199	610	51,200	1,14,434	61,920	26,402	343	11,228	9,231	650,810	33,01,409	IV	(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
9,265	17,375	3,449	5,323	30,763	34,717	72	495	834	329,281	10,89,544	VI	
14,394	40,425	491,003	10,86,957	751,204	5,87,708	4,602	1,74,990	1,29,782	8,959,232	4,40,90,378		
7,253	17,511	165,233	3,58,833	1,293,669	3,57,573	2,955	82,795	1,28,242	4,228,570	1,77,51,598	XI	(b) Including the Jammu and Kashmir railway (Native state section).
...	...	3	3	5,991	2,079	...	...	448	83,712	81,133	XII	
3,953	10,637	34,161	1,23,923	323,474	1,03,325	424	20,725	19,142	1,606,802	45,50,297	XIII	
...	...	91,905	61,190	59,870	52,322	41	674	32,836	1,475,180	56,06,271	XIV	
...	...	797	302	4,818	2,079	7	76	*—1,509*	150,866	3,24,590		
...	...	...	...	...	...	...	...	*—45,44*	777,852	4,00,640	XV	
1,017	2,135	28,412	64,143	130,105	1,54,542	9	119	16,291	589,073	10,01,400	XVI	
12,223	30,283	320,511	6,08,394	1,817,927	11,71,920	3,436	1,04,389	1,00,906	8,912,055	2,97,15,929		
66	345	182,050	3,80,376	380,255	6,53,970	10,071	1,87,000	38,139	2,636,730	2,43,89,684	XVIII	(c) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
1,136	2,439	89,412	1,79,289	76,965	89,382	17,609	3,46,801	10,026	1,584,466	1,01,87,587	XIX	
...	...	32,037	29,121	322,565	90,440	1,757	34,591	25,373	1,140,808	62,11,931	XX	(d) Including the Madras-Ennúr section (Bezwada-Madras railway), and the Kolar Gold-fields railway.
1,202	2,784	303,499	5,88,786	679,785	8,33,792	29,437	5,68,392	73,538	5,362,004	4,07,89,202		
...	...	...	...	...	...	288	3,570	2,068	112,948	4,63,217	XXI	
...	...	3	1	686	138	...	...	34	22,127	24,985	XXII	
...	...	3	1	686	138	288	3,570	2,102	135,075	4,88,202		
171	899	20,298	50,571	179,440	34,263	270	6,005	6,940	672,179	24,33,498	XXXII	(e) Including the Bezwada extension (East Coast State railway).
22	6	...	...	...	...	...	...	137	13,751	27,904	XXXIII	
...	...	401	93	62	18	307	501	(f)32,695	25,066	(f)64,603	XXXIV	(f) Including Rs. 32,507 credited for terminal charges for previous years.
193	905	20,699	50,664	179,502	34,281	577	6,506	39,772	710,996	25,26,005		
...	...	2,809	3,918	37,573	6,980	74	591	1,833	237,541	5,98,529	XXXVI	
...	...	2,809	3,918	37,573	6,980	74	591	1,833	237,541	5,98,529		
28,012	74,397	1,138,524	23,38,720	3,466,667	26,34,819	38,414	8,58,438	4,37,933	24,316,903	11,82,08,245		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.								
	State lines worked by companies.		Rs.		Rs.		Rs.		Rs.
XXXVIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION .	695,963	26,60,511	...	...	41,406	74,900	41,324	73,038
	COMPANY'S SECTION .								
XL	RAJPUTANA-MALWA . .	1,398,370	1,14,66,043	5,558	81,227	34,201	53,984	10,762	42,976
XLI	PÁLANPUR-DEESA . . .	13,603	16,743	127	218	240	53	...	...
XLII	SOUTHERN MAHRATTA (*b*) .	841,276	49,69,471	1,088	13,715	19,273	18,101	4,913	21,925
XLV	SOUTH INDIAN (*c*) . .	878,976	38,75,804	99	2,143	71,950	19,027	15,755	12,278
XLVI	MÁYAVARAM-MUTUPET .	57,657	57,511	12	23	9,383	953	...	...
XLVII	ASSAM-BENGAL . .	20,591	74,437	...	...	174,181	1,34,032	3,172	1,596
XLVIII	BURMA†	668,148	31,46,897	739	19,689	186,309	1,29,446	349	235
	TOTAL .	4,574,584	2,62,67,417	7,623	1,17,015	536,943	4,30,496	76,275	1,52,048
	State line worked by the State.								
XLIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia Dharlia, 2′ 6″ gauge, branch)	566,387	31,20,366	76	1,062	14,282	15,760	12,000	45,037
	DACCA SECTION . . .	46,832	1,28,339	1	1	462	271	1,328	2,249
	TOTAL .	613,219	32,48,705	77	1,063	14,744	16,031	13,328	47,286
	Assisted companies.								
LI	DEOGHUR	11,851	3,778	...	...	...	...	...	...
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*e*) .	215,197	5,60,563	610	4,122	37,870	14,624	193	191
LIII	BENGAL DOOABS . . .	26,623	1,93,405	...	...	724	4,228	954	4,429
LIV	DIBRU-SADIYA . . .	38,140	2,69,174	...	...	...	...	170,955	2,01,175
	TOTAL .	291,811	10,26,920	610	4,122	38,594	18,852	172,102	2,05,795
	Line owned by native state and worked by company.								
LX	THE GAEKWAR'S MEHSÁNA .	94,396	1,55,072	3	11	551	304	7	14
	TOTAL .	94,396	1,55,072	3	11	551	304	7	14
	Lines owned and worked by native states.								
LXVI	JODHPORE-BICKANEER—								
	JODHPORE SECTION .	112,167	6,14,784	15	250	1,559	636	344	2,236
	BICKANEER SECTION .	29,721	64,986	8	60	...	...	344	816
LXVII	OODEYPORE-CHITOR . .	12,077	33,607	10	72	155	100	...	...
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*g*) .	241,967	9,57,469	17	129	4,742	4,058	6,027	19,236
	TOTAL .	395,932	16,70,846	50	511	6,456	4,794	6,715	22,288
	Foreign line.								
LXXI	WEST OF INDIA PORTUGUESE	53,584	1,50,678	...	4	...	...	1	4
	TOTAL .	53,584	1,50,678	...	4	...	...	1	4
	TOTAL METRE GAUGE .	6,023,526	3,25,19,638	8,363	1,22,726	597,288	4,70,477	268,428	4,27,435

† The working of this line has been transferred to a company from the 1st September 1896.

No. 34—*concld.*

during the year ending with the 31st December 1896—concld.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
											XXXVIII	
90	341	28,499	35,375	32,546	35,190	49	650	—6,862	839,877	28,73,143		
1,245	4,811	83,858	2,69,296	60,514	1,22,081	4,479	67,455	23,480 (a)	1,598,987	1,21,31,353 (a)	XL	(a) Including Rs. 11,602 credited for terminal charges for previous years.
...	...	...	...	139	32	45	114	11,797	14,154	28,957	XLI	
...	...	34,611	2,03,378	102,950	1,22,090	398	8,684	26,459	1,004,509	53,83,823	XLII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
...	...	39,079	55,215	430,297	1,17,685	287	3,741	14,644	1,436,413	41,00,537	XLV	
...	...	2,586	797	28,988	2,588	16	38	360	98,642	62,270	XLVI	
1,217	1,163	2,930	3,417	2,526	2,190	...	...	401	204,617	2,17,236	XLVII	(c) Including the Pondicherry railway.
1,886	632	44,400	64,565	91,891	71,838	4,644	1,08,656	5,894	998,366	35,47,862	XLVIII	
4,438	6,947	235,963	6,32,043	749,851	4,73,694	9,918	1,89,338	76,173	6,195,595	2,83,45,171		
											XLIX	
...	...	13,651	33,129	13,703	17,161	57	1,336	10,788	620,156	32,44,639		
...	...	1,292	273	3,168	1,914	7	37	1,476	53,090	1,34,560		
...	...	14,943	33,402	16,871	19,075	64	1,373	12,264	673,246	33,79,199		
...	...	255	(d)	...	...	...	...	...	12,106	3,778	LI	(d) Carried free.
...	...	31	61	32,135	15,999	17	234	3,727	286,053	5,99,521	LII	(e) Including the Lucknow-Bareilly section.
...	...	...	...	802	1,346	...	...	2,374	29,103	2,05,782	LIII	
...	...	...	...	4,164	872	52	470	332	213,311	4,72,023	LIV	
...	...	286	61	37,101	18,217	69	704	6,438	540,573	12,81,104		
...	...	...	...	80	37	65	238	(f) 81,397	95,102	(f) 2,37,073	LX.	(f) Including Rs. 80,834 credited for terminal charges for previous years.
...	...	...	...	80	37	65	238	81,397	95,102	2,37,073		
											LXVI	
...	...	3,648	8,173	1,683	1,612	53	977	1,867	119,469	6,30,535		
...	...	1,120	870	164	93	2	25	845	31,359	67,695		
...	...	...	...	11,566	2,645	...	...	1,093	23,808	37,517	LXVII	
770	708	4,498	3,478	5,435	4,622	97	1,258	1,286	263,553	9,92,244	LXVIII	
770	708	9,266	12,521	18,848	8,972	152	2,260	5,091	438,189	17,27,991		
...	...	20	10	3,349	2,024	9	53	210	56,963	1,52,983	LXXI	(g) Including the Jetalsar-Rájkot railway.
...	...	20	10	3,349	2,024	9	53	210	56,963	1,52,983		
5,208	7,655	260,478	6,78,037	826,100	5,22,019	10,277	1,93,966	1,81,568	7,999,668	3,51,23,521		

* See also statements Nos. 26 and 36.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	NUMBER
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	General merchandise.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	7,550,632	23,488,246	66,276,567	1,024,368,102	1,121,683,547	12,294,160	704,697,807
III	BENGAL-NÁGPUR	563,226	1,287,033	1,978,548	129,242,194	133,071,001	738,911	91,224,579
IV	INDIAN MIDLAND (*a*)	2,211,721	6,287,634	31,753,521	94,871,790	135,124,666	1,948,878	73,064,339
VI	GODHRA-RUTLAM-NÁGDÁ	39,551	173,801	221,569	16,002,469	16,437,390	125,080	22,348,672
	TOTAL	10,365,130	31,236,714	100,230,205	1,264,484,555	1,406,316,604	15,107,029	891,335,397
	State lines worked by the State.							
XI	NORTH WESTERN (*b*)	6,067,351	19,368,487	60,227,677	673,751,464	759,414,979	7,511,487	472,478,096
XII	HYDERABAD-SHADIPALLI	15,758	73,042	442,111	6,900,775	7,431,686	9,825	1,334,724
XIII	OUDH AND ROHILKHAND	1,976,066	6,052,741	6,615,453	232,133,474	246,777,734	1,625,175	117,390,786
XIV	EASTERN BENGAL	1,613,887	3,518,847	21,093,986	154,384,005	180,610,725	1,118,706	108,113,528
	BENGAL CENTRAL	103,808	743,369	3,711,939	32,286,693	36,845,809	150,377	9,416,755
XV	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line.				...	...	...
XVI	EAST COAST	240,971	799,546	95,289	111,250,700	112,386,506	297,874	26,402,561
	TOTAL	10,017,841	30,556,032	92,186,455	1,210,707,111	1,343,467,439	10,713,444	735,136,450
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA (*c*)	90,85,021	39,149,840	49,765,472	586,039,488	684,039,821	7,930,268	464,604,236
XIX	BOMBAY, BARODA AND CENTRAL INDIA	2,908,090	17,656,633	54,659,535	286,205,492	361,429,750	4,308,464	199,571,045
XX	MADRAS (*d*)	3,627,183	10,039,268	...	331,882,146	345,548,597	3,135,351	116,904,059
	TOTAL	15,620,294	66,845,741	104,425,007	1,204,127,126	1,391,018,168	15,374,083	781,079,340
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA	685,348	1,790,461	2,678,519	33,739,304	38,893,632	799,398	7,608,875
XXII	TARKESSUR	5,802	55,813	1,790,379	16,347,326	18,199,320	26,114	383,347
	TOTAL	691,150	1,846,274	4,468,898	50,086,630	57,092,952	825,512	7,992,222
	Lines owned by native states and worked by companies.							
XXXII	THE NIZAM'S GUARANTEED STATE (*e*)	677,406	3,077,170	12,683,058	52,375,119	68,812,753	481,946	27,300,167
XXXIII	NÁGDÁ-UJJAIN	1,720	5,133	4,234	1,000,536	1,011,623	1,800	453,764
XXX	THE GAEKWAR'S PETLÁD	1,936	31,686	...	3,762,893	3,796,515	10,930	320,595
	TOTAL	681,062	3,113,989	12,687,292	57,138,548	73,620,891	494,676	28,074,526
	Line owned by native state and worked by state railway agency.							
XXXVI	RÁJPURA-BHÁTINDA	131,621	186,756	1,109,504	29,023,231	30,451,112	75,928	15,491,400
	TOTAL	131,621	186,756	1,109,504	29,023,231	30,451,112	75,928	15,491,400
	TOTAL STANDARD GAUGE	37,507,098	133,785,506	315,107,361	3,815,567,201	4,301,967,166	42,590,672	2,459,109,335

* See also statements

No. 35.

railways during the year ending with the 31st December 1896.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	Remarks.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
2,708,965	6,689,220	549,193,160	655,971	98,852,019	37,701,527	1,581,162	1,402,029,831	I	
76,855	4,584,539	14,450,352	1,011,056	10,131,910	5,187,277	8,508	126,625,076	III	
555,946	8,795,547	416,463	47,793	8,968,634	1,895,882	71,585	93,816,189	IV	(a) Including the Bhopal-Itársi, the Bina-Goona and Bhopal-Ujjain railways.
41,313	1,476,147	5,352	1,038,756	348,129	842,934	3,915	26,105,218	VI	
3,383,079	21,495,453	564,065,327	2,753,576	118,300,692	45,577,620	1,665,170	1,648,576,314		
5,692,616	23,908,386	5,602,606	1,395,388	27,472,940	63,634,919	674,448	600,859,399	XI	(b) Including the Jammu and Kashmir railway (Native state section).
491	147,730	1,481	...	154	129,891	...	1,614,471	XII	
469,727	7,001,096	3,246,574	833,022	9,697,050	7,292,481	127,347	146,058,033	XIII	
17,167	5,772,641	5,229,843	...	4,795,525	4,100,076	4,229	128,033,009	XIV	
225	5,348	1,219,448	...	23,671	162,940	441	10,828,828		
Mileage not	recorded.	...	...	...	...	...	...	XV	
754	12,991,799	583,592	168,362	4,630,424	12,223,600	640	57,001,732	XVI	
6,180,980	49,827,000	15,883,544	2,396,772	46,619,764	87,543,857	807,105	944,395,472		
1,992,007	2,316,933	36,153,852	28,973	28,834,803	45,229,120	2,172,639	581,332,068	XVIII	(c) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
289,551	6,954,413	16,274,139	140,446	10,580,500	4,638,119	3,459,202	241,907,415	XIX	
515,562	108,524	17,359,130	...	1,430,525	4,455,870	190,733	140,964,403	XX	(d) Including the Madras-Ennûr section (Bezwada-Madras) and the Kolar Gold-fields railway.
2,797,120	9,379,875	69,787,121	169,419	40,845,328	54,323,109	5,822,574	964,203,886		
121,585	33,883	514,064	...	...	...	22,998	8,301,405	XXI	
...	4,095	43,422	...	36	6,460	...	437,360	XXII	
121,585	37,978	557,486	...	36	6,460	22,998	8,738,765		
92,565	389,033	45 648,442	29,946	2,338,914	2,640,153	27,608	78,466,828	XXII	(e) Including the Bezwada extension (East Coast State).
....	2,753	952	437	...	...	...	457,906	XXIII	
...	...	...	...	5,424	1,078	4,359	331,456	XXIV	
92,565	391,786	45,649,394	30,383	2,344,338	2,641,231	31,967	79,256,190		
181,869	28,651	193,438	...	302,818	489,349	3,644	16,691,169	XXVI	
181,869	28,651	193,438	....	302,818	489,349	3,644	16,691,169		
12,757,198	81,160,743	696,136,310	5,350,150	208,412,976	190,581,626	8,353,458	3,661,861,796		

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE.)					OTHER COACHING TRAFFIC.	NUMBER
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th.)	Total.	Ton-miles.	General merchandise.
	METRE GAUGE.							
	State lines worked by companies.							
XXXVIII	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . .	485,322	793,473	1,621,431	187,619,313	190,519,539	567,591	78,331,949
	COMPANY'S SECTION . . .							
XL	RAJPUTANA-MALWA . .	1,965,431	6,609,697	18,649,586	556,955,302	584,180,016	4,399,293	297,507,757
XLI	PÁLANPUR-DEESA	7,750	19,419	...	1,653,160	1,680,329	12,731	228,100
XLII	SOUTHERN MAHRATTA (*a*) . .	1,750,619	5,487,730	...	287,273,262	294,511,611	1,550,889	131,157,233
XLV	SOUTH INDIAN (*b*)	1,173,747	9,108,219	...	409,965,216	420,247,182	884,546	83,747,443
XLVI	MÍYAVARAM-MUTUPET . . .	6,805	187,860	...	16,897,132	17,091,797	8,485	12,44,677
XLVII	ASSAM-BENGAL	54,184	179,704	...	22,823,237	23,057,215	66,558	1,700,841
XLVIII	BURMA (*c*)	1,281,829	7,727,051	...	222,883,153	231,892,033	716,663	76,892,848
	TOTAL .	6,725,687	30,113,243	20,271,017	1,706,069,775	1,765,179,722	8,206,756	670,810,848
	State line worked by the State.							
XLIX	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . .	990,496	2,541,115	8,053,112	115,172,396	126,757,119	826,120	58,904,492
	DACCA SECTION	67,633	241,598	1,549,755	23,563,998	25,422,984	77,182	2,426,778
	TOTAL .	1,058,129	2,782,713	9,602,867	138,736,394	152,180,103	903,302	61,331,270
	Assisted companies.							
LI	DEOGHUR	3,928	...	...	910,742	914,670	...	56,766
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*e*) . . .	216,904	847,086	374,747	31,051,755	32,490,492	206,203	14,084,805
LIII	BENGAL DOOARS	9,273	29,212	24,278	2,426,104	2,488,867	28,047	625,123
LIV	DIBRU-SADIYA	89,392	65,957	...	4,620,307	4,775,656	16,839	1,434,239
	TOTAL .	319,497	942,255	399,025	39,008,908	40,669,685	251,089	16,200,933
	Line owned by native state and worked by company.							
LX	THE GAEKWAR'S MEHSÁNA . .	11,290	101,227	...	14,178,043	14,290,560	40,601	2,902,059
	TOTAL .	11,290	101,227	...	14,178,043	14,290,560	40,601	2,902,059
	Lines owned and worked by native states.							
LXVI	JODHPORE-BICKANEER—							
	JODHPORE SECTION	101,525	432,100	...	42,337,316	42,870,941	270,353	10,638,082
	BICKANEER SECTION . . .	10,874	33,045	...	3,397,754	3,441,673	29,036	1,214,154
LXVII	OODEYPORE-CHITOR . . .	25,160	79,708	...	7,233,004	7,337,872	35,707	500,698
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*f*)	312,662	2,191,387	...	68,532,906	71,036,955	290,382	13,808,781
	TOTAL .	450,221	2,736,240	...	121,500,980	124,687,441	625,478	26,161,715
	Foreign line.							
LXXI	WEST OF INDIA PORTUGUESE . .	31,744	143,936	...	4,106,573	4,282,253	31,357	2,133,009
	TOTAL .	31,744	143,936	...	4,106,573	4,282,253	31,357	2,133,009
	TOTAL METRE GAUGE .	8,596,568	36,819,614	30,272,909	2,023,600,673	2,099,289,764	10,058,583	779,539,834

* See also statements

No. 35—*concld.*

railways during the year ending with the 31st December 1896—concld.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	Remarks.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
...	5,777,263	3,380,227	26,841	2,815,265	2,464,201	21,707	92,817,453	XXXVIII	
835,104	2,960,999	1,773,764	300,595	15,612,425	7,239,503	553,932	326,784,079	XL	
2,164	4,062	...	...	...	1,928	770	237,024	XLI	(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
127,882	1,891,559	1,000,443	...	14,442,839	10,202,226	48,436	158,870,618	XLII	
18,899	1,306,080	265,404	...	4,297,977	8,998,576	31,537	98,665,916	XLV	
278	83,432	...	...	61,999	201,733	338	1,592,457	XLVI	
...	10,411,954	71,782	81,388	260,935	167,762	...	12,694,662	XLVII	(*b*) Including the Pondicherry railway.
244,195	18,803,068	1,565	25,561	4,413,897	5,780,410	655,327	98,816,871	XLVIII	(*c*) The working of this line has been transferred to a company from the 1st September 1896.
1,228,522	33,238,417	6,493,185	434,385	41,905,337	35,056,339	1,312,047	790,479,080		(*d*) Information not received.
								XLIX	
13,171	1,235,056	1,841,415	...	2,596,207	1,344,902	6,719	65,941,962		
7	21,203	93,939	...	27,371	150,022	272	2,713,592		
13,178	1,256,259	1,935,354	...	2,617,578	1,494,924	6,991	68,655,554		
...	...	...	...	1,222	...	...	57,988	LI	
41,851	1,146,111	10,961	...	4,781	1,253,909	988	16,543,406	LII	(*e*) Including the Lucknow-Bareilly section.
...	16,196	24,454	...	...	5,151	...	670,924	LIII	
(*d*)	(*d*)	10,297,184	...	...	92,211	1,660	11,825,294	LIV	
41,851	1,162,307	10,332,599	...	6,003	1,351,271	2,648	29,097,612		
105	17,303	285	...	...	2,263	1,545	2,923,560	LX	
105	17,303	285	...	...	2,263	1,545	2,923,560		
1,518	26,930	40,793	....	447,976	79,597	5,120	11,240,016	LXVI	
343	...	14,942	...	48,525	5,439	72	1,283,475		
603	6,031	...	...	...	93,724	...	601,056	LXVII	
939	413,586	501,753	29,746	150,226	462,108	8,546	15,375,685	LXVIII	(*f*) Including the Jetalsar-Rájkot railway.
3,403	446,547	557,488	29,746	646,727	640,868	13,738	28,500,232		
14	...	35	...	380	54,362	300	2,188,100	LXXI	
14	...	35	...	380	54,362	300	2,188,100		
1,287,073	36,120,833	19,318,946	464,131	45,176,025	38,600,027	1,337,269	921,844,138		

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	1,76,90,712	4·00	33·30	3,54,35,005	5·07	66·70	5,31,25,717	4·66	7,87,736	0·06
III	BENGAL-NÁGPUR	15,94,951	3·16	27·22	42,64,420	3·99	72·78	58,59,371	3·72	5,09,154	0·33
IV	INDIAN MIDLAND (*a*)	24,02,340	3·14	42·12	33,01,409	3·94	57·88	57,03,749	3·55	1,33,509	0·08
VI	GODHRA-RUTLAM-NÁGDÁ	2,00,824	2·86	15·56	10,89,544	4·46	84·44	12,90,368	4·10	4,657	0·02
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,18,88,827	3·80	33·18	4,40,90,378	4·85	66·82	6,59,79,205	4·43	14,35,056	0·09
	State lines worked by the State.										
XI	NORTH WESTERN (*d*)	1,09,58,437	3·05	38·17	1,77,51,598	3·90	61·83	2,87,10,035	3·53	6,69,018	0·08
XII	HYDERABAD SHADIPALLI	94,928	3·89	53·92	81,133	2·73	46·08	1,76,061	3·25	11,442	0·21
XIII	OUDH AND ROHILKHAND	37,75,106	3·45	45·34	45,50,297	3·38	54·66	83,25,403	3·41	3,71,673	0·16
XIV	EASTERN BENGAL	28,63,389	3·14	33·81	56,06,271	6·17	66·19	84,69,660	4·65	3,03,062	0·17
	BENGAL CENTRAL	5,29,037	3·06	64·86	3,24,590	2·49	35·14	9,23,627	2·83	9,639	0·03
XV	CALCUTTA PORT COMMISSIONERS'	...	...	...	4,00,640	(*e*)	100·00	4,00,640	(*e*)	40,794	(*e*)
XVI	EAST COAST	13,04,361	3·67	56·57	10,01,400	1·86	43·43	23,05,761	2·58	56,050	0·06
	TOTAL	1,95,95,258	3·17	39·74	2,97,15,929	3·91	60·26	4,93,11,187	3·58	14,61,678	0·10
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (*f*)	96,19,496	2·44	28·28	2,43,89,684	4·82	71·72	3,40,09,180	3·78	4,10,449	0·04
XIX	BOMBAY, BARODA AND CENTRAL INDIA	56,33,398	4·21	35·61	1,01,87,587	9·02	64·39	1,58,20 985	6·41	3,82,947	0·16
XX	MADRAS (*g*)	46,68,377	3·56	42·91	62,11,931	5·04	57·09	1,08,80,308	4·28	2,16,589	0·09
	TOTAL	1,99,21,271	3·02	32·81	4,07,89,202	5·50	67·19	6,07,10,473	4·33	10,09,985	0·07
	Assisted companies.										
XXI	DELHI-UMBALLA-KALKA	8,40,310	2·38	64·46	4,63,217	2·56	35·54	13,03,527	2·44	15,313	0·03
XXII	TARKESSUR	2,87,435	4·91	92·00	24,985	6·21	8·00	3,12,420	4·99	823	0·01
	TOTAL	11,27,745	2·74	69·79	4,88,202	2·65	30·21	16,15,947	2·71	16,136	0·02
	Lines owned by native states and worked by companies.										
XXVII	KHÁMGAON	...	...	...	...	...	...	...	...	...	...
XXVIII	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXII	THE NIZAM'S GUARANTEED STATE (*b*)	9,44,010	4·08	27·95	24,33,498	4·45	72·05	33,77,508	4·34	80,336	0·10
XXXIII	NÁGDÁ-UJJAIN	12,554	2·14	31·03	27,904	1·01	68·97	40,458	1·21	243	0·01
XXXIV	THE GAEKWAR'S PETLÁD	52,003	3·93	44·60	64,603	10·34	55·40	1,16,606	5·99	934	0·05
	TOTAL	10,08,567	4·03	28·53	25,26,005	4·35	71·47	35,34,572	4·25	81,513	0·10
	Lines owned by native states and worked by state railway agency.										
XXXVI	RÁJPURA-BHÁTINDA	3,93,022	4·24	39·64	5,98,529	3·91	60·36	9,91,551	4·03	6,275	0·03
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	...	...	...	...	...	...	...	...	...
	TOTAL	3,93,022	4·24	39·64	5,98,529	3·91	60·36	9,91,551	4·03	6,275	0·03
	TOTAL STANDARD GAUGE	6,39,34,690	3·32	35·10	11,82,08,245	4·73	64·90	18,21,42,935	4·11	40,10,643	0·09

(*a*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways.
(*b*) Represent amounts received by the State as rent from the working railways.
(*c*) Expenditure incurred direct by the State.
(*d*) Including the Jammu and Kashmir railway (Native state section). The percentage of net earnings is for the North Western state railway only, percentage of branch line being shown separately.
(*e*) Train-mileage not recorded.
(*f*) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.

No. 36.

week, on the standard and metre gauge railways during the year ending with the 31st December 1896.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat.§			Working expenses, including steam-boat, rent of leased lines and contribution to Provident Fund.‖			Net earnings.§			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total standard gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, pages 98 to 100.)	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
5,39,13,453	597·13	4·72	1,56,690	5,40,70,143	4·74	29·01	1,72,91,460	1·52	31·98	3,67,78,683	3·22	9·56	I
63,68,525	142·02	4·05	...	63,68,525	4·05	3·42	34,40,656	2·19	54·03	29,27,869	1·86	2·95	III
58,37,258	119·23	3·63	...	58,37,258	3·63	3·13	33,88,464	2·11	58·05	24,48,794	1·52	2·27	IV
12,95,025	189·12	4·12	...	12,95,025	4·12	0·69	8,06,375	2·56	62·27	4,88,650	1·56	2·80	VI
...	...	...	...	(*b*) 85,345	...	...	(*c*) 1,485	...	...	83,860	1·01	1·68	VII
...	...	...	...	(*b*) 3,80,360	...	...	(*c*) 12,965	...	...	3,67,395	0·74	3·23	VIII
...	...	...	...	(*b*) 73,057	...	...	(*c*) 34,561	...	...	38,496	1·18	2·68	IX
6,74,14,261	353·07	4·52	1,56,690	6,81,09,713	4·53	36·25	2,49,75,966	1·67	36·89	4,31,33,747	2·78	6·87	
2,93,79,053	219·52	3·61	62,697	2,94,41,750	3·62	15·79	1,75,55,341	2·16	59·63	1,18,86,409	1·46	2·55	XI
1,87,503	61·21	3·46	...	1,87,503	3·46	0·10	1,23,127	2·27	65·67	64,376	1·19	3·58	XII
86,97,076	209·23	3·57	...	86,97,076	3·57	4·66	43,46,169	1·78	49·97	43,50,907	1·79	4·11	XIII
87,72,722	675·50	4·82	20,480	87,93,152	4·83	4·72	34,94,009	1·92	39·74	52,99,143	2·91	8·37	XIV
9,33,266	143·57	2·86	...	9,33,266	2·86	0·50	5,86,534	1·80	62·85	3,46,732	1·06	3·20	
4,41,434	995·67	(*e*)	...	4,41,434	(*e*)	0·24	2,22,170	(*e*)	50·33	2,19,264	(*e*)	3·20	XV
23,61,811	93·87	2·64	43,612	24,05,423	2·69	1·29	18,75,718	2·10	77·98	5,29,705	0·59	0·97	XVI
5,07,72,865	227·12	3·68	1,26,739	5,08,99,604	3·69	27·30	2,82,03,068	2·05	55·41	2,26,96,536	1·64	3·20	
3,44,19,629	444·10	3·82	...	3,44,19,629	3·82	18·46	1,89,99,032	2·11	55·20	1,54,20,597	1·71	5·51	XVIII
1,62,03,932	676·09	6·57	...	1,62,03,932	6·57	8·69	73,03,070	2·96	45·07	89,00,862	3·61	8·63	XIX
1,10,96,897	249·16	4·37	...	1,10,96,897	4·37	5·95	56,38,124	2·22	50·81	54,58,773	2·15	4·46	XX
6,17,20,458	422·66	4·40	...	6,17,20,458	4·40	33·10	3,19,40,226	2·28	51·75	2,97,80,232	2·22	5·89	
13,18,840	157·60	2·47	...	13,18,840	2·47	0·71	6,33,043	1·19	48·00	6,85,797	1·28	4·44	XXI
3,13,243	270·98	5·00	...	3,13,243	5·00	0·17	1,56,238	2·49	49·88	1,57,005	2·51	8·94	XXII
16,32,083	171·36	2·73	...	16,32,083	2·73	0·88	7,89,281	1·32	48·36	8,42,802	1·41	4·90	
...	...	...	...	(*b*) 24,446	...	...	...	...	...	24,446	1·65	4·68	XXVII
...	...	...	...	(*b*) 43,756	...	...	(*e*)885	...	...	42,871	1·80	9·50	XXVIII
34,57,844	187·47	4·44	...	34,57,844	4·44	1·86	17,29,649	2·22	50·02	17,28,195	2·22	4·23	XXXII
40,701	48·62	1·22	...	40,701	1·22	0·02	22,939	0·69	56·36	17,762	0·53	0·86	XXXIII
1,17,540	169·32	6·03	...	1,17,540	6·03	0·06	34,693	1·78	40·80	82,847	4·25	11·46	XXXIV
36,16,085	181·02	4·35	...	36,84,287	4·35	1·94	17,88,166	2·15	49·43	18,96,121	2·27	4·25	
9,97,826	177·78	4·06	...	9,97,826	4·06	0·53	5,48,804	2·23	55·00	4,49,022	1·83	6·71	XXXVI
...	...	...	...	(*b*) 31,321	...	...	...	...	...	31,321	1·30	3·26	XXXVII
9,97,826	177·78	4·06	...	10,29,147	4·06	0·53	5,48,804	2·23	55·00	4,80,343	1·78	6·27	
18,61,53,578	312·55	4·20	2,83,429	18,70,75,292	4·22	100·00	8,82,45,511	1·99	47·17	9,88,29,781	2·23	5·17	

(*a*) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.
(*b*) Including the Bezwada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed state railway only, percentage of the branch line being shown separately.

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 34.
‡ See also statements Nos. 23 and 26 and paragraph 9 of Chapter VIII.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per week

Classification. No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train mile.	Amount.	Per train mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
XXXVIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	22,21,280	2·98	43·60	28,73,143	2·76	56·40	50,94,423	2·85	2,22,982	0·12
	COMPANY'S SECTION . . .										
XL	RAJPUTANA-MALWA	71,48,038	3·20	37·08	1,21,31,353	4·00	62·92	1,92,79,391	3·66	4,46,586	0·08
XLI	PÁLANPUR-DEESA	22,499	2·83	43·72	28,957	5·89	56·28	51,456	4·00	173	0·01
XLII	SOUTHERN MAHRATTA (*a*)	36,00,019	2·57	40·07	53,83,823	2·33	59·93	89,83,842	2·42	1,79,138	0·05
XLV	SOUTH INDIAN (*b*)	47,57,848	3·03	53·71	41,00,537	2·27	46·29	88,58,385	2·62	1,26,877	0·04
XLVI	MÁYAVARAM-MUTUPET . . .	1,83,356	2·06	74·65	62,270	1·75	25·35	2,45,626	1·97	2,146	0·02
XLVII	ASSAM-BENGAL	3,86,076	3·92	63·99	2,17,236	1·31	36·01	6,03,312	2·28	15,474	0·06
XLVIII	BURMA (*c*)	39,09,034	3·72	52·42	35,47,852	2·49	47·58	74,56,886	3·01	1,22,683	0·05
	TOTAL .	2,22,28,150	3·09	43·95	2,83,45,171	2·88	56·05	5,05,73,321	2·97	11,16,059	0·07
	State line worked by the State.										
XLIX	EASTERN BENGAL										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	19,93,555	3·22	38·06	32,44,639	3·53	61·94	52,38,194	3·41	45,684	0·03
	DACCA SECTION	3,65,218	3·03	73·08	1,34,560	2·34	26·92	4,99,778	2·80	11,963	0·07
	TOTAL .	23,58,773	3·19	41·11	33,79,199	3·46	58·89	57,37,972	3·35	57,647	0·03
	Assisted companies.										
LI	DEOGHUR	26,094	...	87·35	3,778	...	12·65	29,872	2·45	142	0·01
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*)	5,24,075	3·10	46·64	5,99,521	2·05	53·36	11,23,596	2·43	1,30,908	0·28
LIII	BENGAL DOOARS	49,993	2·32	19·55	2,05,782	8·27	80·45	2,55,775	5·51	849	0·02
LIV	DIBRU-SADIYA	1,27,739	3·35	21·30	4,72,023	3·13	78·53	5,99,762	3·17	47,598	0·25
	TOTAL .	7,27,901	3·07	36·23	12,81,104	2·73	63·77	20,09,005	2·83	1,79,497	0·25
	Lines owned by native state and worked by company.										
LX	THE GAEKWAR'S MEHSÁNA	1,80,486	2·99	43·22	2,37,073	5·69	56·78	4,17,559	4·09	5,724	0·06
	TOTAL .	1,80,486	2·99	43·22	2,37,073	5·69	56·78	4,17,559	4·09	5,724	0·06
	Lines owned and worked by native states.										
LXVI	JODHPORE-BICKANEER—										
	JODHPORE SECTION	5,15,654	3·57	44·99	6,30,535	3·53	55·01	11,46,189	3·55	18,276	0·06
	BICKANEER SECTION	42,544	2·83	38·59	67,695	3·24	61·41	1,10,239	3·07	10,488	0·29
LXVII	OODEYPORE-CHITOR	96,713	3·09	72·05	37,517	2·35	27·95	1,34,230	2·84	930	0·02
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*e*)	11,32,792	3·57	53·31	9,92,244	3·57	46·69	21,25,036	3·57	52,959	0·09
	TOTAL .	17,87,703	3·52	50·85	17,27,991	3·50	49·15	35,15,694	3·51	82,713	0·08
	Foreign line.										
LXXI	WEST OF INDIA PORTUGUESE . .	67,691	2·06	30·67	1,52,983	3·86	69·33	2,20,674	3·04	17,916	0·25
	TOTAL .	67,691	2·06	30·67	1,52,983	3·86	69·33	2,20,674	3·04	17,916	0·25
	TOTAL METRE GAUGE. .	2,73,50,704	3·12	43·78	3,51,23,521	2·96	56·22	6,24,74,225	3·03	14,59,556	0·07

(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
(*b*) Including the Pondicherry railway.
(*c*) The working of this line has been transferred to a company from the 1st September 1896.
(*d*) Including the Lucknow-Bareilly section.
(*e*) Including the Jetalsar-Rájkot railway.
(*f*) Harbour earnings.

No. 36—*concld.*

on the standard and metre gauge railways during the year ending with the 31st December 1896—concld.

Total Earnings, excluding Steam-boat.			Steam-boat Earnings	Gross Earnings, including Steam-boat. §			Working Expenses, including Steam-boat, Rent of Leased Lines, and Contribution to Provident Fund.‖			Net Earnings.§			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total metre gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line, (statement No. 22, pages 98 to 100).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
													XXXVIII
53,17,405	134·47	2·97	1,69,662	57,87,067	3·24	8·90	25,44,821	1·42	43·97	32,42,246	1·82	5·60	
1,97,25,977	226·62	3·74	...	1,97,25,977	3·74	30·35	87,49,250	1·66	44·35	1,09,76,727	2·08	8·26	XL
51,629	57·46	4·01	...	51,629	4·01	0·08	22,457	1·75	43·50	29,172	2·26	6·98	XLI
91,62,980	113·23	2·47	...	91,62,980	2·47	14·10	51,94,203	1·40	56·69	39,68,777	1·07	3·24	XLII
89,85,262	164·66	2·66	...	89,85,262	2·66	13·82	49,32,113	1·46	54·89	40,53,149	1·20	5·24	XLV
2,47,772	88·25	1·99	...	2,47,772	1·99	0·38	1,48,410	1·19	59·90	99,362	0·80	4·06	XLVI
6,18,786	70·57	2·34	...	6,18,786	2·34	0·95	5,85,547	2·21	94·63	33,239	0·13	0·13	XLVII
75,79,569	167·22	3·06	28,990	76,08,559	3·07	11·71	46,22,808	1·87	60·76	29,85,751	1·20	3·87	XLVIII
5,16,89,380	161·59	3·04	1,98,652	5,21,88,032	3·06	80·29	2,67,99,609	1·57	51·35	2,53,88,423	1·49	5·14	
													XLIX
52,83,878	212·37	3·44	1,92,900	57,76,778	3·75	8·88	23,12,757	1·50	40·04	34,64,021	2·25	8·63	
5,11,741	114·54	2·87	...	5,11,741	2·87	0·79	2,72,619	1·53	53·27	2,39,122	1·34	3·55	
57,95,619	197·48	3·38	1,92,900	62,88,519	3·67	9·67	25,85,376	1·51	41·11	37,03,143	2·16	7·90	
30,014	120·49	2·46	...	30,014	2·46	0·04	18,515	1·52	61·68	11,498	0·94	3·96	LI
12,54,504	86·34	2·71	...	12,54,504	2·71	1·93	7,98,704	1·73	63·67	4,55,800	0·98	4·15	LII
2,56,624	135·58	5·58	13,826	2,70,450	5·83	0·42	1,38,637	2·99	51·26	1,31,813	2·84	5·42	LIII
6,47,360	160·64	3·42	...	6,47,360	3·42	1·00	3,35,074	1·77	51·76	3,12,286	1·65	4·29	LIV
21,88,502	105·72	3·08	13,826	22,02,328	3·11	3·39	12,90,930	1·82	58·62	9,11,398	1·29	4·29	
4,23,283	87·88	4·15	...	4,23,283	4·15	0·65	1,52,021	1·49	35·91	2,71,262	2·66	8·32	LX
4,23,283	87·88	4·15	...	4,23,283	4·15	0·65	1,52,021	1·49	35·91	2,71,262	2·66	8·32	
11,64,465	69·87	3·61	...	11,64,465	3·61	1·79	4,26,192	1·32	36·60	7,38,273	2·29	11·44	LXVI
1,20,727	53·37	3·36	...	1,20,727	3·36	0·19	45,345	1·26	37·56	75,382	2·10	7·75	
1,35,220	43·09	2·86	...	1,35,220	2·86	0·21	81,469	1·72	60·25	53,751	1·14	3·44	LXVII
21,77,995	110·31	3·66	...	21,77,995	3·66	3·35	11,04,482	1·86	50·71	10,73,513	1·80	5·62	LXVIII
35,98,407	86·07	3·59	...	35,98,407	3·59	5·54	16,57,488	1·65	46·06	19,40,919	1·94	6·91	
2,38,590	89·97	3·29	(*f*) 58,586	2,97,176	4·10	0·46	3,76,069	5·19	126·55	—*78,893*	—*1·09*	...	LXXI
2,38,590	89·97	3·29	58,586	2,97,176	4·10	0·46	3,76,069	5·19	126·55	—*78,893*	—*1·09*	...	
6,39,33,781	152·51	3·10	10,63,964	6,49,97,745	3·15	100·00	3,28,61,493	1·59	50·56	3,21,36,252	1·56	5·27	

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 34.
‡ See also statements Nos. 23 and 26 and paragraph 9 of Chapter VIII.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, pages 138-141.)	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
			Amount.	Per train mile.	Per cent. on gross earnings.	Amount.	Per train mile.	Per cent. on gross earnings.	Amount.	Per train mile.	Per cent. on gross earnings.	Amount.
	STANDARD GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
I	EAST INDIAN (*a*)	1,736·29	47,26,667	0·41	8·74	51,50,212	0·45	9·52	16,63,619	0·15	3·08	33,76,974
III	BENGAL-NÁGPUR	862·33	8,91,021	0·57	13·99	10,10,348	0·64	15·86	2,53,947	0·17	3·99	5,41,246
IV	INDIAN MIDLAND (*c*)	941·53	6,53,840	0·41	11·20	11,59,514	0·72	19 87	2,63,423	0·16	4 51	4,94,027
VI	GODHRA-RUTLAM-NÁGDÁ	131·69	1,98,182	0·63	15·30	3,87,843	1·23	29·95	53,572	0·17	4·14	90,524
VII	WARDHA COAL	(44·88)	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	(145·44)	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	(20·58)	(*d*) 34,561	...	...	...	...	...	...	...	...	...
	TOTAL	3,671·84	65,04,271	0·42	9·52	77 07,917	0·50	11·29	22,34,561	0·14	3·27	45,02,771
	State lines worked by the State.											
XI	NORTH WESTERN (*e*)	2,573·67	57,81,692	0·71	19·64	60,34,915	0·74	20·50	15,23,621	0·19	5·17	25,94,319
XII	HYDERABAD-SHÁDIPALLI	58·91	38,751	0·71	20·67	42,391	0·78	22·61	13,078	0·24	6 97	16,753
XIII	OUDH AND ROHILKHAND	797·51	12,88,795	0·53	14·82	10,98,407	0 45	12·63	6,60,109	0·27	7·59	7,64,627
XIV	EASTERN BENGAL	249·75	7,21,626	0·40	8·21	8,13,995	0·45	9·26	3,36,133	0·18	3·82	8,76,585
	BENGAL CENTRAL	125·01	1,49,732	0·46	16 04	1,22,359	0·38	13·11	44,022	0·13	4·72	1,16,362
XV	CALCUTTA PORT COMMISSIONERS'	8·53	23,987	(*g*)	5·43	43,668	(*g*)	9·89	18,085	(*g*)	4 10	1,13,206
XVI	EAST COAST	483·87	4,82,482	0·54	20·06	6,58,053	0·74	27·36	75,503	0·08	3·14	2,97,938
	TOTAL	4,297·25	84,87,065	0·62	16 67	88,13,788	0·64	17·32	26,70,551	0·19	5·25	47,79,790
	Lines worked by guaranteed companies.											
XVIII	GREAT INDIAN PENINSULA (*b*)	1,490·35	47,44,622	0·53	13·78	73,43,666	0·81	21·34	15,97,155	0·18	4 64	29,11,607
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460·90	22,50,406	0·91	13·89	26,62,585	1·08	16·43	5,85,605	0·24	3·62	9,99,263
XX	MADRAS (*i*)	856·47	13,00,911	0·51	11·72	21,44,808	0·84	19·33	6,28,565	0·25	5·66	8,78,948
	TOTAL	2,807·72	82,95,939	0·59	13·44	1,21,51,059	0·87	19·69	28,11,525	0·20	4·55	47,89,818
	Assisted companies.											
XXI	DELHI-UMBALLA-KALKA	160·93	...	...	...	...	...	...	...	Details included with		
XXII	TARKESSUR	22·23	26,807	0·43	8·56	29,221	0·47	9·33	9,394	0·15	3·00	19,045
	TOTAL	183·16	26,807	0·43	8·56	29,221	0·47	9·33	9,394	0·15	3·00	19,045
	Lines owned by native states and worked by companies.											
XXVIII	AMBÁOTI	(5·44)	...	...	...	...	...	...	...	...	...	...
XXXII	THE NIZAM'S GUARANTEED STATE (*f*)	354·70	5,05,547	0·65	14·62	4,48,490	0·58	12·97	1,10,080	0·14	3·18	2,60,146
XXXIII	NÁGDÁ-UJJAIN	16·10	7,978	0·24	19·60	7,705	0·23	18·93	1,856	0·06	4·56	3,065
XXXIV	THE GAEKWAR'S PETLÁD	13·35	8,257	0·42	9·71	14,115	0·73	16·60	3,140	0·16	3·69	5,336
	TOTAL	384·15	5,21,782	0·63	14·43	4,70,310	0·57	13·01	1,15,076	0·14	3·18	2,68,547
	Lines owned by native states and worked by state railway agency.											
XXXVI	RÁJPURA-BHÁTINDA	107·94	1,56,164	0·63	15·65	1,98,024	0·80	19·85	60,858	0·25	6·10	77,980
	TOTAL	107·94	1,56,164	0 63	15·65	1,98,024	0·80	19·85	60,858	0·25	6·10	77,980
	TOTAL STANDARD GAUGE	11,452·06	35,92,028	0·54	12·82	2,93,70,319	0·66	15·70	79,01,965	0·18	4·22	1,44,37,951

(*a*) Including the Delhi-Umballa-Kalka railway in the case of details as they are not given separately in the accounts.
(*b*) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 6,33,043) which are shown separately against that railway to arrive at net earnings of that line.
(*c*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways.
(*d*) Expenditure incurred direct by the State.
(*e*) Including the Jammu and Kashmir railway (Native state section.)
(*f*) Including Rs. 31,321 on account of rent of leased lines.
(*g*) Train-mileage not recorded.
N.B.—The mileages shown within brackets are not included in the totals, as they are included with the mileages of the home lines.

No. 37.

gauge railways during the year ending with the 31st December 1896.

Rig.		General.			Steam-boat.			Special and miscellaneous, including rent of leased lines and contribution to Provident Fund.			Total.			Classification No.
Per train mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings. †	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·30	6·24	18,61,097	0·16	3·44	1,65,329	0·02	0·31	9,80,605	0·08	1·82	1,72,91,460 (b)	1·52	31·98	I
0·34	8·50	5,88,121	0·37	9·24	...	...	...	1,55,973	0·10	2·45	34,40,656	2·19	54·03	III
0·31	8·46	5,13,317	0·32	8·79	...	...	...	3,04,343	0·19	5·22	33,88,464	2·11	58·05	IV
0·29	6·99	63,137	0·22	5·34	...	...	...	7,117	0·02	0·55	8,06,375	2·56	62·27	VI
...	...	(d) 1,485	...	...	...	...	...	...	...	...	(d) 1,485	...	...	VII
...	...	(d) 12,965	...	...	...	...	...	...	...	...	(d) 12,965	...	...	VIII
...	...	...	...	...	...	...	...	...	...	...	(d) 34,561	...	...	IX
0·29	6·60	30,46,122	0·20	4·46	1,65,329	0·01	0·24	14,48,038	0·09	2·12	2,49,75,966	1·67	36·89	
0·32	8·81	11,80,472	0·14	4·01	50,558	0·01	0·17	(f) 3,89,764	0·05	1·33	1,75,55,341	2·16	59·63	XI
0·32	8·93	9,425	0·17	5·03	...	...	...	2,729	0·05	1·46	1,23,127	2·27	65·67	XII
0·31	8·79	4,28,683	0·17	4·93	...	...	...	1,05,548	0·05	1·21	43,46,169	1·78	49·97	XIII
0·48	9·97	3,04,183	0·17	3·46	31,956	0·02	0 36	4,09,531	0·22	4·66	34,94,009	1·92	39·74	XIV
0·36	12·47	1,11,031	0 34	11·90	...	...	...	43,028	0·13	4 61	5,86,534	1·80	62·85	
(g)	25·65	15,087	(g)	3·42	...	...	...	8,137	(g)	1·84	2,22,170	(g)	50·33	XV
0·33	12·39	2,09,331	0·23	8·70	1,21,817	0·14	5 06	30.594	0·04	1·27	18,75,718	2·10	77·98	XVI
0·34	9·39	22,58,212	0·17	4·44	2,04,331	0 02	0·40	9,89,331	0·07	1·94	2,82,03,068	2·05	55·41	
0·32	8·46	13,14,277	0·15	3·82	...	...	...	10,87,705	0·12	3·16	1,89,99,032	2·11	55·20	XVIII
0·40	6·17	5,65,705	0·23	3·49	...	...	...	2,39,306	0·10	1·47	73,03,070	2·96	45·07	XIX
0·35	7·92	5,87,677	0·23	5·30	...	...	...	97,215	0·04	0·88	56,38,124	2·22	50·81	XX
0·34	7·76	24,67,659	0·18	4·00	...	...	...	14,24,226	0·10	2·31	3,19,40,226	2·28	51·75	
the East Indian railway.			...	...	...	...	...	...	...	...	6,33,043	1·19	48·00	XXI
0·30	6·08	11,404	0·18	3·64	...	...	...	60,367	0·96	19·27	1,56,238	2·49	49·88	XXII
0·30	6·08	11,404	0·18	3·64	...	...	...	60,367	0·96	19 27	7,89,281	1·32	48·36	
...	...	(d) 885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXVIII
0·34	7·52	3,06,479	0·39	8·87	...	...	...	(k) 98,907	0·12	2·86	17,29,649	2·22	50·02	XXXII
0·09	7·53	1,792	0·05	4·40	...	...	...	543	0·02	1·34	22,939	0·69	56·36	XXXIII
0·27	6·28	3,030	0·16	3·56	...	...	...	815	0·04	0·96	34,693	1·78	40·80	XXXIV
0·32	7·43	3,12,186	0·37	8·61	...	...	...	1,00,265	0·12	2·77	17,88,166	2·15	49·43	
0·32	7·81	43,246	0·18	4·33	..	...	...	12,532	0·05	1·26	5,48,804	2·28	55·00	XXXVI
0·32	7·81	43,246	0 18	4·33	...	...	...	12,532	0·05	1·26	5,48,804	2·23	55·00	
0·33	7·72	81,38,829	0·18	4·35	3,69,660	0·01	0·20	40,34,759	0·09	2·16	8,82,45,511	1·99	47·17	

(k) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways, but excluding the charges incurred direct by the State.
(c) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.
(f) Including the Bezwada extension (East Coast State).
(d) Including Rs. 73,057 on account of rent of leased line.
* See also statements Nos. 26 and 36.
† See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII.

STATEMENT

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, pages 138-141).	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
			Amount.	Per train mile.	Per cent. on gross earnings.	Amount	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	METRE GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
XXXVIII	BENGAL AND NORTH-WESTERN—											
	TIRHOOT SECTION . . } COMPANY'S SECTION . }	760·47	6,87,868	0·38	11·89	5,24,031	0·29	9·05	1,77,489	0·10	3·07	4,42,628
XL	RAJPUTANA-MALWA . . .	1,673·93	17,21,929	0·33	8·73	33,87,737	0·64	17·17	8,81,196	0·17	4·47	14,76,466
XLI	PÁLANPUR-DEESA . . .	17·28	4,334	0·34	8·39	8,786	0·68	17·02	2,282	0 18	4·42	3,752
XLII	SOUTHERN MAHRATTA (*a*) . .	1,556·20	11,73,582	0·32	12·81	17,88,491	0·48	19·52	4,04,082	0·11	4·41	9,06,090
XLV	SOUTH INDIAN (*b*) . . .	1,049·39	10,79,712	0·32	12·02	18,01,676	0·53	20·05	5,53,621	0·16	6·16	7,80,360
XLVI	MÁYAVARAM-MUTUPET . .	53·99	29,629	0·24	11·96	49,707	0·40	20·06	15,225	0·12	6·14	21,626
XLVII	ASSAM-BENGAL	168·61	1,48,794	0·56	24·05	1,52,059	0·57	24·57	31,742	0 12	5·13	1,10,054
XLVIII	BURMA (*c*)	871·63	12,72,100	0·51	16 72	14,36,896	0·58	18·88	4,15,689	0·17	5·46	8,20,794
	TOTAL .	6,151·50	61,17,948	0·36	11·72	91,49,383	0·54	17·53	24,81,326	0·14	4·75	45,61,070
	State lines worked by the State.											
XLIX	EASTERN BENGAL—											
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	4,72,434	0·31	8·18	5,59,287	0·36	9·68	1,75,785	0·11	3·04	4,22,629
	DACCA SECTION . . .	85·92	78,227	0·44	15·29	69,610	0 39	13·60	18,729	0·11	3·65	72,044
	TOTAL .	564·39	5,50,661	0·32	8·76	6,28,897	0·37	10·00	1,94,514	0·11	3·09	4,94,673
	Assisted companies.											
LI	DEOGHUR	4·79	4,707	0·39	15·68	4,642	0·38	15·46	1,366	0 11	4·55	4,852
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*) . .	279·42	1,84,165	0·40	14·68	1,65,544	0·36	13·19	59,327	0·13	4·73	1,16,095
LIII	BENGAL DOOARS	36·40	20,853	0·45	7·71	21,262	0·46	7·86	6,355	0·14	2 35	29,096
LIV	DIBRU-SADIYA	77·50	96,849	0·51	14·96	73,696	0·39	11·38	43,945	0·23	6·79	40,715
	TOTAL .	398 11	3,06,574	0·43	13·92	2,65,144	0·38	12·04	1,10,993	0·16	5·04	1,90,758
	Line owned by native state and worked by company.											
LX	THE GAEKWAR'S MEHSÁNA .	92·63	30,013	0·29	7·09	58,695	0·58	13·87	15,344	0 15	3·62	25,627
	TOTAL .	92·63	30,013	0·29	7·09	58,695	0·58	13·87	15,344	0·15	3·62	25,627
	Lines owned and worked by native states.											
LXVI	JODHPORE-BICKANEER—											
	JODHPORE SECTION . .	320 50	1,19,202	0·37	10·24	1,61,467	0·51	14·12	24,381	0·08	2·09	62,479
	BICKANEER SECTION . .	43·50	10,214	0·28	8·46	18,002	0·50	14·91	2,691	0·08	2·23	8,009
LXVII	OODEYPORE-CHITOR . . .	60·35	30,414	0·64	22·49	23,244	0·49	17·19	6,130	0·13	4·53	10,181
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH PORBANDAR (*e*) . . .	379 69	2,63,200	0·44	12·08	3,33,359	0·56	15·30	55,780	0·10	2·58	2,05,518
	TOTAL .	804·04	4,23,030	0·42	11·76	5,39,072	0·54	14·98	88,982	0·09	2·47	2,86,187
	Foreign line.											
LXXI	WEST OF INDIA PORTUGUESE .	51·00	57,470	0·79	19·34	82,318	1·14	27·70	16,386	0·23	5·52	57,039
	TOTAL .	51·00	57,470	0 79	19·34	82,318	1·14	27·70	16,386	0·23	5·52	57,039
	TOTAL METRE GAUGE .	8,061·67	74,85,696	0·36	11·52	1,07,23,509	0·52	16·50	29,07,545	0·14	4·47	56,15,354

(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangód railways.
(*b*) Including the Pondicherry railway.
(*c*) The working of this line has been transferred to a company from the 1st September 1896.
(*d*) Including the Lucknow-Bareilly section.
(*e*) Including the Jetalsar-Rájkot railway.
(*f*) Harbour charges.

No. 37—*concld.*

during the year ending with the 31st December 1896—concld.

ric		General.			Steam-boat.			Special and miscellaneous, including rent of leased lines and contribution to Provident Fund.			Total.			Classification No.
Per train mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount. *	Per train-mile. *	Per cent. on gross earnings. †	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·25	7·65	3,93,562	0·22	6·80	1,98,162	0·11	3·42	1,21,081	0·07	2·09	25,44,821	1·42	43·97	XXXVIII
0·28	7·49	11,34,518	0·21	5·75	...	...	...	1,47,404	0·03	0·74	87,49,250	1·66	44·35	XL
0·29	7·27	2,915	0·23	5·65	...	...	...	388	0·03	0·75	22,457	1·75	43·50	XLI
0·24	9·89	8,16,993	0·22	8·92	...	...	...	1,04,965	0·03	1·14	51,94,203	1·40	56·69	XLII
0·23	8·68	6,38,745	0·19	7·11	...	...	...	77,999	0·03	0·87	49,32,113	1·46	54·89	XLV
0·17	8·73	17,654	0·14	7·13	...	...	...	14,569	0·12	5·88	1,48,410	1·19	59·90	XLVI
0·42	17·79	1,35,042	0·51	21·82	...	...	...	7,856	0·03	1·27	5,85,547	2·21	94·63	XLVII
0·33	10·78	5,08,517	0·21	6·68	83,390	0·03	1·10	86,122	0·04	1·14	46,22,808	1·87	60·76	XLVIII
0·27	8·75	36,47,946	0·21	6·99	2,81,552	0·02	0·54	5,60,384	0·03	1·07	2,67,99,609	1·57	51·35	
0·28	7·32	2,32,499	0·15	4·03	3,76,178	0·24	6·51	73,945	0·05	1·28	23,12,757	1·50	40·04	XLIX
0·40	14·08	24,249	0·14	4·74	...	...	...	9,760	0·05	1·91	2,72,619	1·53	53·27	
0·29	7·87	2,56,748	0·15	4·08	3,76,178	0·22	5·98	83,705	0·05	1·33	25,85,376	1·51	41·11	
0·40	16·16	2,564	0·21	8·54	...	...	...	384	0·03	1·27	18,515	1·52	61·68	LI
0·25	9·26	1,57,363	0·34	12·54	...	...	...	1,16,210	0·25	9·27	7,98,704	1·73	63·67	LII
0·63	10·76	32,231	0·69	11·94	23,933	0·51	8·85	4,857	0·11	1·79	1,38,637	2·99	51·26	LIII
0·21	6·29	78,500	0·42	12·13	...	...	...	1,369	0·01	0·21	3,35,074	1·77	51·76	LIV
0·27	8·66	2,70,708	0·38	12·29	23,933	0·03	1·09	1,22,820	0·17	5·58	12,90,930	1·82	58·62	
0·25	6·05	19,733	0·19	4·66	...	...	...	2,609	0·03	0·62	1,52,021	1·49	35·91	LX
0·25	6·05	19,733	0·19	4·66	...	...	...	2,609	0·03	0·62	1,52,021	1·49	35·91	
0·19	5·37	36,579	0·11	3·14	...	...	...	19,084	0·06	1·64	4,26,192	1·32	36·60	LXVI
0·22	6·63	4,665	0·13	3·86	...	...	...	1,764	0·05	1·47	45,345	1·26	37·56	
0·21	7·53	7,869	0·17	5·82	...	...	...	3,631	0·08	2·69	81,469	1·72	60·25	LXVII
0·35	9·44	2,05,025	0·34	0·41	...	...	...	41,600	0·07	1·90	11,04,482	1·86	50·71	LXVIII
0·28	7·95	2,54,138	0·25	7·06	...	...	...	66,079	0·07	1·84	16,57,488	1·65	46·06	
0·79	19·19	1,04,007	1·43	35·00	(*f*)48,390	0·67	16·28	10,459	0·14	3·52	3,76,069	5·19	126·55	LXXI
0·79	19·19	1,04,007	1·43	35·00	48,390	0·67	16·28	10,459	0·14	3·52	3,76,069	5·19	126·55	
0·27	8·64	45,53,280	0·22	7·01	7,30,053	0·04	1·12	8,46,056	0·04	1·30	3,28,61,493	1·59	50·56	

* See also statements Nos. 26, and 36.
† See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII.

STATEMENT

Statistics of working of the special gauge railways

Classification No.	Railway.	Mileage open on the 31st December 1896. (from statement No. 32.)	Mean mileage worked (from statement No. 32.)	Train-mileage.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense. (from statement No. 22.)	Average cost per mile open, exclusive of steam-boat service and suspense. (from statement No. 22.)	Total cost of rolling-stock on open line on the 31st December 1896.	Cost of rolling-stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	Gross	
											Coaching.	Goods.
		Miles.	Miles.	Train-miles	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
	2′ 6″ GAUGE.											
	Line owned by native state and worked by company.											
LXXVIII	THE GAEKWAR'S DABHOI	71·66	71·66	83,989	19,14,411	26,306	2,80,276	3,911	473,147	53,450	1,48,548	1,06,931
	Line owned by native state and worked by state railway agency.											
LXXX	COOCH BEHAR . .	22·12	22·12	17,582	7,66,734	33,450	1,35,045	6,105	77,767	13,187	28,577	35,051
	Line owned and worked by native state.											
LXXXI	MORVI	94·36	94·36	165,995	23,82,315	25,051	3,85,967	4,090	337,365	35,500	2,53,048	1,25,502
	TOTAL 2′ 6″ GAUGE .	188·14	188·14	267,566	50,63,460	26,517	8,01,288	4,259	888,279	102,137	4,30,173	2,67,484
	2′ 0″ GAUGE.											
	State line worked by the State.											
LXXV	JORHÁT	28·00	26·78	30,183	8,65,300	29,029	1,56,538	5,591	56,724	17,663	10,816	78,275
	Assisted company.											
LXXVI	DARJEELING-HIMALAYAN	51·00	51·00	178,616	33,12,732	61,792	5,34,733	10,485	63,129	34,964	2,96,509	4,73,980
	TOTAL 2′ 0″ GAUGE .	79·00	77·78	208,799	41,78,032	50,180	6,91,271	8,750	119,853	52,627	3,07,325	5,52,255
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	267·14	265·92	476,365	92,41,492	33,514	14,92,559	5,587	1,008,132	154,764	7,37,498	8,19,739

No. 37-A.

during the year ending with the 31st December 1896.

Earnings.				Working expenses.									Net earnings.			
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident Fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	Classification No.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
3,309	2,58,788	69	3·08	37,780	40,536	24,027	20,200	10,569	18	1,33,130	1·58	51·44	1,25,658	1·50	6·56	LXXVIII
6,500	70,128	61	3·98	11,426	5,093	1,848	9,879	2,962	350	31,558	1·79	45·00	38,570	2·19	5·03	LXXXI
8,333	3,56,883	79	2·33	40,136	74,381	9,726	42,870	37,489	660	2,05,262	1·24	53·06	1,81,621	1·09	7·62	LXXX
18,142	7,15,799	73	2·67	89,342	1,20,010	35,601	72,949	51,020	1,028	3,69,950	1·38	51·65	3,45,849	1·29	6·83	
905	89,996	65	2·99	17,162	17,715	13,692	18,468	8,642	573	76,252	2·53	84·73	13,744	0·46	1·59	LXXV
11,104	7,81,593	294	4·37	81,040	1,32,399	55,614	57,384	74,963	22,267	4,23,669	2·37	54·20	3,57,924	2·00	10·80	LXXVI
12,009	8,71,589	215	4·17	98,202	1,50,114	69,306	75,852	83,607	22,840	4,99,921	2·39	57·36	3,71,668	1·78	8·90	
30,151	15,87,388	115	3·33	1,87,544	2,70,124	1,04,907	1,48,801	1,34,627	23,868	8,69,871	1·82	54·80	7,17,517	1·51	7·76	

STATEMENT

General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1892.	1893.	1894.	1895.	1896.
	2′ 6″ GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.
	Line owned by native state and worked by company.					
LXXVIII	THE GAEKWAR'S DABHOI	2,38,609	2,52,106	2,40,315	2,34,473	2,58,788
	Line owned by native state and worked by state railway agency.					
LXXX	COOCH BEHAR*	...	...	40,280	53,174	70,128
	Line owned and worked by native state.					
LXXXI	MORVI	3,09,171	3,22,818	3,20,348	3,69,972	3,86,883
	TOTAL 2′ 6″ GAUGE	5,47,780	5,74,924	6,00,943	6,57,619	7,15,799
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXV	JORHÁT	66,079	69,810	71,933	84,696	89,996
	Assisted company.					
LXXVI	DARJEELING-HIMALAYAN	6,35,778	6,34,181	6,36,284	7,39,618	7,81,593
	TOTAL 2′ 0″ GAUGE	7,01,857	7,03,991	7,08,217	8,24,314	8,71,589
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	12,49,637	12,78,915	13,09,160	14,81,933	15,87,388

		MEAN MILEAGE WORKED.				
		1892.	1893.	1894.	1895.	1896.
	2′ 6″ GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	Line owned by native state and worked by company.					
LXXVIII	THE GAEKWAR'S DABHOI	71·66	71·66	71·66	71·66	71·66
	Line owned by native state and worked by state railway agency.					
LXXX	COOCH BEHAR	...	...	22·12	22·12	22·12
	Line owned and worked by native state.					
LXXXI	MORVI	94·00	94·00	94·24	94·36	94·36
	TOTAL 2′ 6″ GAUGE	165·66	165·66	188·02	188·14	188·14
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXV	JORHÁT	25·98	25·72	25·83	26·64	26·78
	Assisted company.					
LXXVI	DARJEELING-HIMALAYAN	51·00	51·00	51·00	51·00	51·00
	TOTAL 2′ 0″ GAUGE	76·98	76·72	76·83	77·64	77·78
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	242·64	242·38	264·85	265·78	265·92

* This line was open for goods traffic

No. 37-B.

gauge railways during 1892 to 1896.

WORKING EXPENSES, INCLUDING STEAM-BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1,32,099	1,19,599	1,44,887	1,37,709	1,33,130	1,06,510	1,32,507	95,428	96,764	1,25,658	LXXVIII
...	...	31,704	33,974	31,558	...	...	8,576	19,200	33,570	LXXX
1,78,801	1,77,086	1,77,681	1,69,845	2,05,262	1,30,370	1,45,732	1,42,667	2,00,127	1,81,621	LXXXI
3,10,900	2,96,685	3,54,272	3,41,528	3,69,950	2,36,880	2,78,239	2,46,671	3,16,091	3,45,849	
54,291	55,373	60,732	65,976	76,252	11,788	14,437	11,201	18,720	13,744	LXXV
3,65,334	3,48,531	3,77,125	3,80,249	4,23,669	2,70,444	2,85,650	2,59,159	3,59,369	3,57,924	LXXVI
4,19,625	4,03,904	4,37,857	4,46,225	4,99,921	2,82,232	3,00,087	2,70,360	3,78,089	3,71,668	
7,30,525	7,00,589	7,92,129	7,87,753	8,69,871	5,19,112	5,78,326	5,17,031	6,94,180	7,17,517	

PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE INCLUDING STEAM-BOAT AND SUSPENSE.					
1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896	
55·36	47·44	60·29	58·73	51 44	5·77	7·14	5·10	5·12	6·56	LXXVIII
...	...	78·71	63·89	45·00	...	...	1·20	2·62	5·03	LXXX
57·83	54·86	55·46	45·91	53·06	6·19	6·76	6·42	8·34	7·62	LXXXI
56·76	51·60	58·95	51·93	51·68	6·01	6·96	5·13	6·29	6·83	
82·16	79·32	84·43	77·90	84·73	1·56	1·81	1·37	2 26	1·59	LXXV
57·46	54·96	59·27	51·41	54·20	8·70	9·00	8·16	11·23	10·80	LXXVI
59·79	57 37	61·82	54·01	57·36	7·30	7·56	6·77	9·39	8·90	
58·46	54·78	60·51	53·16	54·80	6·65	7·25	5·87	7·67	7·76	

only during a short period of 1893.

CHAPTER X.

Rates and fares.

N. B.—*In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at* 1s. 4d. *and a ton as equivalent to 27·22 maunds.*

Reduction of goods rates on account of the famine.

Owing to the scarcity prevailing in many parts of the country, the normal direction of the flow of the traffic in food-grains was largely altered, and in some cases actually reversed. To encourage anticipated imports, the principal railways quoted for import traffic despatched from the ports up-country the reduced rates normally applicable to exports, and also made other large reductions in order to develop traffic and stimulate the movement of food-grains into the distressed tracts.

Carriage of dangerous and explosive goods.

2. A new class "explosives," providing for the carriage of dangerous and explosive goods at a maximum rate of $1\frac{1}{2}$ pies per maund (3·403*d.* per ton) and a minimum of $\frac{1}{6}$th pie per maund (0·378*d.* per ton) per mile, was added to the schedules of maximum and minimum rates for the carriage of goods traffic issued for adoption on the East Indian, Bengal-Nágpur, Indian Midland, Bengal and North-Western, Southern Mahratta, South Indian and Rajputána-Malwa railways, and also on the Lucknow-Bareilly section of the Rohilkund and Kumaon railway, and on all railways administered directly by the State.

Through booking arrangements.

3. At a meeting held in Poona on the 14th January, the Great Indian Peninsula, Southern Mahratta and Madras railways agreed that all goods traffic interchanged between them should be carried by the shortest route unless otherwise consigned, and that the lowest rates in force by any route should be made applicable to the shortest route. At a meeting held in Bombay on the 8th October, the South Indian railway also gave their adherence to the principle described, and it now applies to all traffic (with certain specified exceptions) exchanged between the four railways named.

Ordinary passenger fares and goods rates.

4. Statement No. 38 on pages 170 to 173 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1896.

Alterations in rates and fares.

5. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below.

COACHING FARES.

East Indian Railway system (standard gauge).

6. From the 1st January, in order to encourage the pilgrim traffic, an experimental issue of 3rd class return tickets was made at reduced fares from stations on the Bengal-Nágpur railway, to Allahabad and Benares.

Indian Midland Railway system (standard gauge).

7. From the 1st August, the fares from Agra to Ujjain, and *viá*, were reduced so as to make the Indian Midland railway route the cheaper, in accord-

ance with an arrangement come to with the Bombay, Baroda and Central India railway; and from the 1st December, the fares between *viâ* Ujjain and *viâ* Itársi were reduced for certain stations on the Great Indian Peninsula railway, north of Itársi, so as to equalize with the fares charged *viâ* Khandwa.

Bengal Central Railway (standard gauge).

8. The concession of half fares in the suburban monthly tickets was granted to home line "employés" during the year.

From the 1st January, through booking of passengers and their luggage, parcels, specie and dogs was introduced between stations on the Assam-Bengal railway and this railway *viâ* Khoolna, Barisal and Chandpur in conjunction with the India General Steam Navigation Company and Bengal Central Flotilla Company's steamer services.

Great Indian Peninsula Railway system (standard gauge).

9. From the 1st January, the third class fare by ordinary passenger and mixed trains was reduced from 2½ pies to 2 pies (0·208*d.* to 0·167*d.*) per mile.

Burma Railways (metre gauge).

10. From the 1st May, the 3rd class fare on the Mu Valley section of the line was reduced from 3 pies to 2 pies (0·250*d.* to 0·167*d.*) per mile.

GOODS RATES.

East Indian Railway system (standard gauge).

11. Various reductions were made during the year in the rates charged for grain and seeds, iron, kerosine oil, salt, and saltpetre in order to encourage traffic and for grain and seeds, iron and piece-goods between various competitive stations and Howrah, in response to similar reductions made by the Bombay railways.

Bengal-Nágpur Railway (standard gauge).

12. From the 1st March, the rate for grain and seeds from Katni to Ásansol for traffic to Howrah was reduced from Re. 0-5-10 to Re. 0-4-11 per maund (13*s.* 2·783*d.* to 11*s.* 1·832*d.* per ton), so as to equalize with the rate from Katni to Howrah by the East Indian railway route.

Indian Midland Railway system (standard gauge).

13. From the 1st January, a reduced rate of Re. 0-9-3 per maund (20*s.* 11·785*d.* per ton) was introduced on the Great Indian Peninsula and Indian Midland railways from *viâ* Cawnpore to Bombay, for wheat and other grain and seed traffic from certain stations on the Oudh and Rohilkhand State, Rohilkund and Kumaon, and Bengal and North-Western railways.

With effect from the 1st September, an arrangement was come to between the Bombay, Baroda and Central India and the Indian Midland railways for the routing of traffic which was affected by the opening of the new and shorter route *viâ* the Bhopal-Ujjain railway.

North Western State Railway system (standard gauge.)

14. From the 10th October, certain special reduced rates were introduced for principal commodities booked between stations on the Wazirabad-Lyallpur railway, and between Lahore and Kurrachee, with a view to develop traffic to and from the Chenab colony.

Eastern Bengal State Railway system (standard, metre and special gauges).

15. From the 1st February, the rates for tobacco, raw (native), bishpat, hides and skins, grains and seeds (downwards), and salt (upwards), between the Behar section stations west of Kaliyaganj, and Calcutta and the neighbourhood, were revised and re-adjusted in concert with the East Indian railway authorities, in order to secure a fair share of the Behar section traffic, which would otherwise have passed *viâ* Sahebgunge and the East Indian railway, the competitive route.

From the 1st February, the classification of goods in force on the Northern section of this railway was also adopted on the Kaunia-Dharlla branch. This involved a general reduction in the freight on goods carried over that branch.

From the 25th March, the rates for all descriptions of goods between Chittagong and Calcutta, Chitpur and *viâ*, and the Kidderpore Docks, were reduced in competition with the direct service steamers running between Calcutta and Chittagong.

Bengal Central Railway (standard gauge).

16. Through booking of jute from Rajgunge near Madaripur *viâ* Khoolna to Calcutta was arranged in conjunction with the India General Steam Navigation Company, the rate being Re 0-6-0 per maund (13*s*. 7·320*d*. per ton) and the railway share Re. 0-2-6 per maund (5*s*. 8·050*d*. per ton).

Great Indian Peninsula Railway system (standard gauge).

17. From the 1st March, to equalize the rates with those *viâ* Mormugao, special through rates were quoted between Bombay and Kirkee and all Southern Mahratta railway stations *viâ* Poona, and *viâ* Hotgi.

On the 1st October, revised goods class rates were introduced between Bombay *viâ* Khandwa and stations on the Rajputana-Malwa railway, Khandwa to Chambal. A reduced through rate of Rs. 8-8-0 (11*s*. 4*d*.) per ton, from Yellandu to Bombay, was also introduced in conjunction with His Highness the Nizam's Guaranteed state railway, in order to place Singareni coal on the Bombay market. A large number of reductions of minor importance were also made either in order to encourage traffic or in competition with other railways.

Bengal and North-Western Railway system metre gauge).

18. From the 1st April, the rates for mineral class goods in force on the East Indian railway were adopted on this railway.

Reduced through rates for grain, seeds and saltpetre to, and salt, kerosine oil and iron from Howrah, Sealdah, Chitpore and *viâ*, Beliaghâta and Kidderpore Docks were quoted from the 20th April in conjunction with the East Indian railway.

Assam-Bengal Railway (metre gauge.)

19. From the 10th September, through booking of jute from Chandpur *viâ* Chittagong and thence by steamer to Calcutta was introduced.

From the 4th April, in local booking, and from the 1st June, in through booking, the rate for salt in full wagon loads, from Chittagong to or *viâ* Chandpur, was reduced from Re. 0-2-4 to Re. 0-1-0 per maund, (5*s*. 3·513*d*. to 2*s*. 3·220*d*. per ton) owing to competition with country brigs in the river Megna.

From the 1st June, the rate for rice, in full wagon loads, from Chittagong to or *viâ* Chandpur, was reduced from Re. 0-2-4 to Re. 0-1-0 per maund (5*s*. 3·513*d*. to 2*s*. 3·220*d*. per ton.) owing to competition by boats in the river Megna.

Burma Railways (metre gauge).

20. Certain special rates known as A. B. C. and combined D. rates were introduced during the year, with a view to encourage and develope a long distance traffic, and so that the cheapest rates possible might be given to the section of the line beyond the Irrawaddy north of Mandalay.

Alterations in rates were made for kerosine oil, vegetable oil, metal, piece-goods, firewood and cotton loose.

From the 13th April, the following rates were quoted for the carriage of all articles of the mineral class:

	Per five-ton wagon per mile.	
For distances under 166 miles .. .	2 annas.	(2*d.*, 1·50*d.*, and 1·25*d.*).
For distances under 166 „ to 299 miles	1 anna 6 pies.	
For distances under 300 „ and over	1 anna 3 pies.	

This rate is $\frac{1}{3}$th pie per maund (0·252*d.* per ton) per mile for distances over 300 miles.

Certain reductions in class rates were made from the 1st July for long distance traffic applicable to all articles for which no other reduced rates were chargeable.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	STANDARD GAUGE.								
	State lines worked by companies.								
I	EAST INDIAN (*a*)	18·00	9·00	3·50	2·50	3·27 to 9·07(*b*)	2·72 to 9·07(*c*)	9·07	0·33
III	BENGAL-NÁGPUR	18·00	8·00	3·00	2·00	3·02 to 9·07(*d*)	2·72 to 9·07(*e*)	9·07	0·33
IV	INDIAN MIDLAND (*e*)	12·00	6·00	3·00	(*f*)	2·72 to 9·07	2·72 to 9·07	9·07	0·33
VI	GODHRA-RUTLAM-NÍQDÁ	Same as on the Rajputana-Malwa railway					...	...	...
VII	WARDHA COAL	18·00	9·00	(*g*) 4·00	(*h*) 2·00	...	...	Same as on the Great	
X	MADRAS-ENNÚR SECTION (BEZWADÁ-MADRAS).	12·00	6·00	...	2·00	...	...	Same as on the Madras	
	State lines worked by the State.								
XI	NORTH WESTERN (*i*)	12·00	6·00	3·00	2·25	2·72 to 6·81	2·72 to 9·07	9·07	0·33
XIII	OUDH AND ROHILKHAND	12·00	6·00	4·00	2·50	4·54 to 9·07	2·72 to 4·08	9·07	0·33
XIV	EASTERN BENGAL	18·00 (*j*)12·00	9·00 (*j*) 6·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	9·07	0·33
	BENGAL CENTRAL	12·00	6·00	4·50	3·00 and (*k*)2·50	3·37 to 5·44	2·45 to 9·07	9·07	0·33
XV	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line.				Certain up and down rates between fixed			
XVI	EAST COAST	18·00	9·00	4·50	2·00	2·72 to 9·07	2·72 to 9·07	9·07	0·33
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (*m*)	12·00	6·00	(*g*) 3·00	(*k*) 2·00	2·83 to 8·07	2·52 to 7·07(*n*)	(*o*) 10·08 (*p*) 9·58 (*q*) 9·07	(*o*) 0·37 (*p*) 0·35 (*q*) 0·33
XIX	BOMBAY, BARODA AND CENTRAL INDIA	12·00	6·00	3·00	2·25 to 2·50	(*r*)	(*s*)	10·89	0·40
XX	MADRAS	12·00	6·00	...	2·00 and 2·50	4·00 to 10·00	3·00 to 10·00	10·00	0·37
	Assisted company.								
XXII	TARKESSUR	12·00	6·00	3·50	3·00	Same as on the East Indian railway.			
	Lines owned by native states and worked by companies.								
XXXII	THE NIZAM'S GUARANTEED STATE (*t*)	18·00	6·00	(*g*) 2·50	(*k*) 2·00	(*u*) 7·00 5·00 to (*v*) 6·00	2·50 to 6·00	10·08	0·37
XXXIII	NÁGDÁ-UJJAIN	15·00	8·00	3·00	2·25	(*r*)	(*s*)	9·53	0·35
XXXIV	THE GAEKWAR'S PETLÁD	12·00	6·00	...	2·50	(*w*) 7·89	10·89	10·89	0·40
XXXV	KOLAR GOLD-FIELDS	12·00	6·00	...	2·00	A uniform rate of 13 annas and 7 pies			

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railways on the 31st December 1896.

English money at 1s. 4d. to the rupee by taking 1 pie=0·083*d.*]

RATES.								Classification. No.	REMARKS.
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		*N. B.*—The coal rates in force on the East Indian railway apply also to state lines worked by the state and certain other railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	I	(*a*) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	III	(*b*) All stations except Howrah— For first 100 miles . . . 9·07 pies per ton per mile. „ extra distances over 100 and up to 450 miles . . . 4·63 „ „ „ extra distances above 450 miles 3·27 „ „ *East Indian railway.*
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	IV	(*c*) For consignments of less than 300 maunds or 11 tons, 9·07 pies per ton per mile. *Bengal-Nágpur railway.* Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 9·07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk. The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied. *East Indian and Bengal-Nágpur railways.* For all distances up to 400 miles inclusive, 4·08 pies per ton per mile. For all distances over 400 miles— For first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 3·72 pies per ton per mile. } In consignments of full wagon loads.
...	...	...	...	...	...	...	...	VI	
Indian P	eninsula	railway.	...	...	...	...	...	VII	
railway.	...	...	...	...	...	...	...	X	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIII	(*d*) 1 to 300 miles ... ... 9·07 pies per ton per mile. 301 to 375 „ ... ... 8·06 „ „ 376 to 400 „ ... ... 7·31 „ „ 401 to 450 „ ... ... 6·55 „ „ 451 to 475 „ ... ... 6·05 „ „ 476 to 525 „ ... ... 5·29 „ „ 526 to 550 „ ... ... 5·04 „ „ 551 to 600 „ ... ... 4·28 „ „ over 600 „ ... ... 3·02 „ „
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIV	(*e*) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujain railways.
(*l*)3·81	(*l*)0·14	(*l*)4·63	(*l*)0·17	(*l*)5·44	(*l*)0·20	(*l*)6·80	(*l*)0·25		(*f*) First 100 miles, 2·67 pies per mile. Next 100 „ 2·50 „ „ „ 200 „ 2·33 „ „ Above 400 „ 2·00 „ „ (*g*) 3rd class by mail trains.
points o	btain on	this rail	way.	...	...	...	...	XV	(*h*) By trains other than mail. (*i*) The North Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways and the Jammu and Kashmir railway (Native state section).
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XVI	(*j*) Between Calcutta and Kánchrapára. (*k*) Between Calcutta and Dattapukur in local booking only. (*l*) Special class rates A to D.
									(*m*) Including the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(*o*)14·11 (*p*)14·11 (*q*)13·61	(*o*)0·52 (*p*)0·52 (*q*)0·50	20·16	0·74	23·19	0·85	30·24	1·11	XVIII	(*n*) The rate is 7·07 pies per ton per mile for consignments of less than 10 tons, and 2·52 to 4·08 pies for consignments of not less than 10 tons. (*o*) For distances from 1 to 400 miles. (*p*) „ „ 401 to 600 „ (*q*) „ „ above 600 „
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XIX	(*r*) Food-grains per ton per mile. Pies. — In consignments of 190 maunds or 6·98 tons and over. 1 to 100 miles . . . 9·53 101 to 200 „ . . . 6·80 201 to 400 „ . . . 4·08 over 400 „ . . . 2·72
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·32	XX	
...	...	...	...	...	...	...	...	XXII	(*s*) For all distances up to 400 miles inclusive, 4·08 pies per ton per mile. For distances over 400 miles— For first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 3·72 pies per ton per mile. } In consignments of full wagon loads. (*t*) Including the Bezwada extension (East Coast State railway). (*u*) Local. (*v*) Through booking. (*w*) This rate applies to consignments weighing 190 maunds or 6·98 tons and over.
14·00	0·51	20·16	0·74	28·23	1·04	40·33	1·48	XXXII	
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XXXIII	
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXXIV	
per ton or 6 pies per		maund o	btains on	this railw	ay.	...	...	XXXV	

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.								
XXXVIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	18·00	9·00	4·00	2·00	4·53 to 6·80	4·08	9·07	0·33
	COMPANY'S SECTION								
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	18·00	9·00	4·00	2·00	6·80	(a) 4·08	9·07	0·33
XL	RAJPUTANA-MALWA	15·00	8·00	3·00	2·00 to 2·25	(b)	(c)	9·53	0·35
XLI	PÁLANPUR-DEESA	15·00	8·00	...	2·25	(d) 6·80	9·53	9·53	0·35
XLII	SOUTHERN MAHRATTA (e)	12·00	6·00	...	2·00	3·38 to 9·07	3·00 to 9·07	9·07	0·33
XLV	SOUTH INDIAN (f)	12·00	4·00	...	2·00	8·51	8·51	9·07	0·33
XLVII	ASSAM-BENGAL	18·00	9·00	...	3·00	(g)	(h)	9·07	0·33
XLVIII	BURMA (i) *	15·00	6·00	...	3·00	2·72 to 9·07	2·72 to 9·07	9·07	0·33
	State lines worked by the State.								
XLIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	18·00	9·00	4·00	2·50	3·89 to 5·44	2·45 to 9·07	9·07	0·33
	DACCA SECTION	18·00	9·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	9·07	0·33
	Assisted companies.								
LI	DEOGHUR	24·00	...	...	6·00	(j)	(j)	(j)	(j)
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35·00	15·00	...	3·11	6·80	(a) 4·08	9·07	0·33
LIII	BENGAL DOOARS	36·00	21·00	6·00	3·00	...	21·77 to 32·66	27·22	1·00
LIV	DIBRU-SADIYA	18·00	9·00	4·00	...	...	4·08	27·22	1·00
	Line owned by native state and worked by company.								
LX	THE GAEKWAR'S MEHSÁNA	15·00	8·00	...	2·25	(d) 6·80	9·53	9·53	0·35
	Lines owned and worked by native states.								
LXVI	JODHPORE-BICKANEER—								
	JODHPORE SECTION	18·00	6·00	...	2·00	(m) & (n)	10·89	13·61	0·50
	BICKANEER SECTION								
LXVII	OODEYPORE-CHITOR	15·00	8·00	...	2·25	(d) 6·80	9·53	9·53	0·35
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (o).	12·00	6·00	...	2·75	8·00	4·00 to 8·00	10·89	0·40
	Foreign line.								
LXXI	WEST OF INDIA PORTUGUESE	12·00	6·00	...	2·50	8·00	5·13	10·06	0·36
	SPECIAL GAUGES.								
	State line worked by the State.								
LXXV	JORHÁT (2′ 0″)	24·00	...	8·00	4·00	27·22	9·07	27·22	1·00
	Assisted company.								
LXXVI	DARJEELING-HAMALAYAN (2′ 0″)	72·00	36·00	15·00	...	63·96	25·58	81·66	3·00
	Line owned by native state and worked by company.								
LXXVIII	THE GAEKWAR'S-DABHOI (2′ 6″)	(p) 9·00	(q) 8·00	...	...	(b)	(c)	10·89	0·40
	Line owned by native state and worked by state railway agency.								
LXXX	COOCH BEHAR (2′ 6″)	24·00	12·00	6·00	4·00	(r)	(r)	(r)	(r)
	Line owned and worked by native state.								
LXXXI	MORVI (2′ 6″)	12·00	6·00	4·00	3·00	6·80	8·00	10·89	0·40

* The working of this line has been transferred

No. 38—*concld.*

Railways on the 31st December 1896—concld.

[Money at 1s. 4d. to the rupee by taking 1 pie=0·083d.]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		*N.B.*—The coal rates in force on the East Indian railway apply also to state lines worked by the state and certain other railways.
								XXXVIII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XXXIX	(*a*) For consignments of full wagon loads. Coal in small quantities is chargeable at 9·07 pies per ton per mile.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XL	(*b*) *Vide* remark (*r*) on page 171. (*c*) *Vide* remark (*s*) on page 171.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLI	(*d*) This rate applies to consignments weighing 190 maunds or 6·98 tons and over.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLII	(*e*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLV	(*f*) Including the Máyavaram-Mutupet and the Pondicherry railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLVII	(*g*) For first 100 miles, 9·07 pies per ton per mile; and for extra distances above 100 miles, 4·54 pies per ton per mile.
13·61	0·59	18·15	0·67	22·68	0·83	27·22	1·00	XLVIII	(*h*) When loose, 4·08 pies per ton per mile, and when bagged and in small quantities, 9·07 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIX	(*i*) The standard weight on this railway is the viss, one ton being equal to 613·69 viss and one maund to 22·50 viss.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
(*j*) (*k*) 9·07 (*l*) 18·15	(*j*) (*k*) 0·33 (*l*) 0·67	(*j*) (*k*) 13·61 (*l*) 27·22	(*j*) (*k*) 0·50 (*l*) 1·00	(*j*) (*k*) 20·41 (*l*) 40·83	(*j*) (*k*) 0 75 (*l*) 1·50	(*j*) 54·44	(*j*) 2·00	LI LII	(*j*) Special rates are charged for all goods traffic, (*k*) Between Bareilly Junction and Kichha.
32·66	1·20	48·99	1·80	68·05	2·50	...	...	LIII	(*l*) Between Kichha and Káthgodám.
54·44	2·00	81·66	3·00	...	...	...	...	LIV	
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LX	
								LXVI	
20·41	0·75	25·86	0·95	31·30	1·15	36·75	1·35		(*m*) First 100 miles, 10·89 pies per ton per mile. Over 100 miles, 8·17 „ „ „ „.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXVII	(*n*) Per wagon load (for grass) { first 100 miles, 0-4-0 a wagon. over 100 „ 0-3-0 „
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXVIII	(*o*) Including the Jetalsar-Rájkot railway.
14·00	0·51	23·00	0·87	34·00	1·24	48·00	1·76	LXXI	
54·44	2·00	81·66	3·00	...	...	...	...	LXXV	
95·27	3·50	108·88	4·00	122·49	4·50	136·10	5·00	LXXVI	
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXVIII	(*p*) Upper class. (*q*) Lower class.
(*r*)	(*r*)	(*r*)	(*r*)	(*r*)	(*r*)	(*r*)	(*r*)	LXXX	(*r*) 27·22 pies per ton, or 1·09 pie per maund per mile.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXXI	

a company from the 1st September 1896.

CHAPTER XI.

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways during 1896 compares with the previous year as follows:

Years.	Coal.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year .	145,213	1,116,481	1,261,694	3,140	4,097	311,512
1896 . . .	106,599	1,174,039	1,280,638	4,344	1,664	321,052

2. The total consumption of coal on the standard and metre gauge railways was 1·50 per cent. greater than in 1895. The total consumption of Indian coal increased by 5·16 per cent., and that of English coal decreased by 26·59 per cent. The quantities of coke and wood used increased by 38·34 and 3·06 per cent., respectively, while the quantity of patent fuel decreased by 59·38 per cent.

3. The actual quantities consumed; the average cost per ton; the consumption per train-mile, per engine mile and per thousand gross ton-miles, and the cost per ton stated in terms of Bengal coal; and the average lead on the principal railways, will be found in statement No. 39 on page 182.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridíh (Kurhurbaree) best steam coal being taken as the standard:

Description.	Equivalents.	Co-efficient. Tons.
Giridíh (Kurhurbaree) best steam coal	1·00	1·00
Kurhurbaree (East Indian railway) selected large coal . . .	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barákar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warora coal	1·80	0·56
Wood fuel	2·50	0·40

These factors have been arrived at from a careful examination and comparison of the results of trials carried out within recent years on several railways, and are believed to represent the relative values of the different fuels as nearly as possible. As the figures are only approximate, however, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table on page 183 shows the equivalent of one ton of Giridíh (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1896 are given in the following paragraphs:

East Indian Railway system (standard gauge).

5. Kurhurbaree coal was used over the whole system including the lines worked, coke between Howrah and Ghaziabad and Umaria coal at Allahabad, Sutna and Jubbulpore.

The rates for Kurhurbaree coal from the East Indian railway collieries at Giridíh were Rs. 2-0-0 per ton from January to April and Rs. 1-2-0 per ton from May to December, delivered into wagons at Giridíh. The rate for Umaria coal was Rs. 4-0-0 per ton, delivered into wagons at Katni and for coke Rs. 2-8-0 per ton.

The total actual quantity of coal and coke used was as follows:

	Tons.
Kurhurbaree coal	320,472
Umaria coal	2,266
Coke	4,344

Bengal-Nágpur Railway (standard gauge).

6. The coal used on the different sections of the line was obtained from the following sources:

On the main line (between Ásansol and Nágpur) and on the branch lines (between Jharsuguda and Sambalpur and Biláspur and Sahdol).	Bengal steam coal supplied by the Bengal Coal Company at Rs. 3-8-0 per ton, delivered into wagons at Radhanagar.
On the branch line (between Sahdol and Katni).	Umaria coal supplied from the collieries at Rs. 4-0-0 per ton, delivered into wagons at pit's mouth.

The coal supplied under the above contracts has been of good quality, and the arrangements for delivery were fairly satisfactory.

The actual quantities of the different descriptions of coal consumed were:

	Tons.
Bengal coal	32,959
Umaria coal	3,892

Indian Midland Railway system (standard gauge.)

7. The descriptions of coal used on the different sections of the railway are shown below:

On the Northern section (Jhansi to Agra, Cawnpore and Bína)	Bengal and Umaria coal.
On the Southern section (Bína to Itársi, Saugor and Goona)	Bengal and Umaria coal.
On the Eastern section (Jhansi to Manikpur)	Umaria coal.

The purchase rates for the different descriptions of Bengal coal were Rs. 2-4-0 for Dhanbaid, Rs. 3-0-0 and Rs. 3-4-0 for Gourangdih and Rs. 3-2-0 for Giridíh coal, delivered at those places respectively. Rupees 23-9-0 per ton was paid for Bengal coal, delivered at Ujjain. Umaria coal was purchased at Rs. 4-0-0 per ton, delivered at pit's mouth. The rates paid for wood fuel were Rs. 2-0-0 and Rs. 3-7-0 per ton, delivered, respectively, at Bahilpurwa and Itársi.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	4,663
Umaria coal	44,452
Firewood	1,198

North Western State Railway system (standard gauge).

8. The fuel used on the different sections of the system was obtained from the following sources:

On the main line between Ghaziabad and Peshawar Between Rájpura and Bhátinda. Occasionally between Lahore and Montgomery on mail and passenger trains when the supply of wood was insufficient.	Gourangdih coal supplied by the Barákar Coal Company at Rs. 3-6-0 per ton, delivered into wagons at Gourangdih.
	Barákar and Lovabad coal supplied by the Barákar Coal Company at Rs. 4-2-0 per ton, delivered into wagons at Barákar.
Constantly throughout the Sind-Sagar railway. Constantly on the Sialkot and Lyallpur branches. Constantly between Ráwalpindi and Khusálgarh. Between Lála Músa and Phillour on goods trains. Occasionally between Rájpura and Bhátinda, Amritsar and Pathankot and Lahore and Montgomery.	Dandot coal supplied from the Dandot and Bhaganwalla Government collieries at Rs. 10 per ton, delivered into wagons at Kalapani and Bhaganwalla.
Whole year on the Sind-Pishin section. Occasionally between Sibi and Ruk when the supply of wood was insufficient.	Khost and Sharigh coal supplied from the Khost and Sharigh Government collieries at Rs. 18 per ton, delivered into wagons at Khost and Sharigh.
Whole year on the Sind-Pishin section.	Patent fuel made of Khost slack supplied by the Executive Engineer, Sharigh coal mines, at Rs. 25 and Rs. 24 per ton, delivered into wagons at Quetta.
Whole year between Kurrachee and Kotri; also on the Sind-Pishin section. Occasionally between Kotri and Dádú on the failure of supply of wood.	English coal and English patent fuel supplied from England through Messrs. Forbes, Forbes and Company, delivered into wagons at Kiámári at an average rate of Rs. 18-0-0 per ton.
	Firewood from the Bahawalpur state supplied at different stations between Reti and Samásata, at Rs. 50 per 1,000 cubic feet.
Whole year between Montgomery and Kotri. Occasionally between Lahore and Montgomery and Ruk and Sibi when there was a surplus stock of wood fuel available.	Firewood from the Punjab forests, supplied at different stations between Wan Radharam and Gilawala at Rs. 56-10-8 and Rs. 60 per 1,000 cubic feet.
	Firewood from the Sindh forests, supplied at different stations between Reti and Kotri, including Ruk to Jacobabad, at an average rate of Rs. 45 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	62,352
English coal	18,230
Khost and Sharigh coal	7,740
Dandot coal	44,699
Patent fuel (Khost)	1,386
Patent fuel (Dandot)	218
Patent fuel (English)	14
Khattan oil	14
Firewood	99,002

Oudh and Rohilkhand State Railway (standard gauge.)

9. The coal supply was as follows :

42,946 tons from Giridíh at Rs. 3-2-0 per ton up to 4,500 tons monthly, and at Rs. 4-0-0 per ton above 4,500 tons monthly up to the 31st March, and at Rs. 4-6-0 per ton, from April to December, delivered into wagons at Giridíh; and 264 tons from Jherriah at Rs. 2-12-0 per ton, from April to December, delivered into wagons at Dhanbaid.

The coal supplied under the contract has been of good quality, and the arrangements for delivery were satisfactory. Trials of Jherriah coal in competition with Giridíh were carried out and the general result of the trial goes to show that its efficiency, compared with the Giridíh coal, is 10 per cent. less. It burns freely and is a good steaming coal, but yields a large quantity of fine ash. Owing to the large percentage of ash and dirt, the fires require to be cleaned out frequently, and the tubes get furred with dirt and require more attention.

Eastern Bengal State Railway system (standard, metre and special gauges.)

10. The description of fuel used on the different sections of the line was obtained from the following sources :

On the Eastern (Calcutta to Goalundo, and branches), Southern (Calcutta to Port Canning, including Budge-Budge branch), and Central (Dum-Dum to Khoolna and Ránaghat to Bongong sections).	Barákar coal supplied by the Barákar Coal Company at Rs. 3-12-0 per ton from January to March, and at Rs. 4-4-0 per ton, from April to December, delivered into wagons at Barákar. Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 3-8-0 per ton, delivered into wagons at the Borrea siding near Barákar. Gourangdih coal at Rs. 3-4-0 per ton, delivered into wagons at Sitarámpore and Khairabad. Paltabari and Bhugutdee coals at Rs. 2-8-0 and Rs. 2-4-0 per ton, respectively, delivered into wagons.
On the Northern (Sára Ghât to Siliguri, and branches), Behar (Manihari Ghât to Dinagepore, Katihár to Ancharà Ghât, and branches), and Kaunia-Dharlla sections.	Barákar coal supplied by the Barákar Coal Company at Rs. 3-12-0 per ton, from January to March, and at Rs. 4-4-0 per ton, from April to December, delivered into wagons at Barákar. Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 3-8-0 per ton, delivered into wagons at the Borrea siding near Barákar. Salanpur coal supplied by the Borrea Coal Company at Rs. 3 per ton. Gourangdih coal at Rs. 3-4-0 per ton, delivered into wagons at Sitarámpore and Khairabad. Paltabari coal supplied by the South Barákar Coal Company at Rs. 2-8-0 per ton, delivered into wagons.
On the Dacca (Náráyanganj to Mymensingh) section.	Barákar coal supplied by the Barákar Coal Company at Rs. 3-12-0 per ton from January to March, and at Rs. 4-4-0 per ton from April to December, delivered into wagons at Barákar.

The actual quantity of Bengal coal used was 85,023 tons.

The coal supplied under the different contracts has been of good quality, and the arrangements for delivery were satisfactory.

East Coast State Railway (standard gauge).

11. The descriptions of coal used were as under :

15,342 tons of Singareni mixed, 4,523 tons of Singareni unscreened, and 2,650 tons of Singareni steam coal, delivered into wagons at Bezwada at Rs. 8-14-3, Rs. 7-8-0 and Rs. 9-0-0 per ton respectively.

136 tons of Bengal coal delivered at Rajahmundry at Rs. 9-8-0 and at Vizagapatam into boats at Rs. 12-0-0 per ton.

Singareni unscreened coal was used on the Bezwada-Gódávari section, and a mixture of unscreened and steam on the section Rajahmundry northwards including branches. From the 15th November 1896, coal was crossed in wagons over the Gódávari. This will effect a great saving in cost and will enable unscreened Singareni coal to be used at Rs. 7-8 per ton, instead of the large or screened coal at Rs. 9. When the coal was carried over in boats, it reached its destination in a very dirty and pulverized condition. The crossing of coal in wagons has also saved the charge of one rupee per ton for handling at the ferry.

Great Indian Peninsula Railway system (standard gauge).

12. The descriptions of coal used on the different sections of the railway system are shown below:

On the Konkan district (Bombay to Karjat and Bombay to Kására)	English, Singareni unscreened, Bengal sea-borne and Japanese.
On the Bhore Ghât (Karjat to Lonávla)	English, Singareni unscreened, Bengal sea-borne and Japanese.
On the Thul Ghât (Kására to Igatpuri)	English and Japanese.
On the south-east line (Lonávla to Ráichúr)	Singareni unscreened, and Bengal sea-borne.
On the Dhond-Manmád section	Singareni unscreened.
On the north-east line (Igatpuri to Nándgaon)	English, Umaria large, Nerbudda, Warora, Singareni unscreened, Bengal sea-borne and Japanese.
On the north-east line (Nándgaon to Bhusával)	English, Warora, Nerbudda, Umaria large and nuts, Sanctoria and Bengal sea-borne.
On the north-east line (Bhusával to Khandwa)	English, Umaria large and nuts, Nerbudda, Warora, and Sanctoria.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda, and Umaria large and nuts.
On the Nágpur-Bhusával section	Sanctoria, Warora, Umaria large and nuts and Nerbudda.
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amráoti section	Sanctoria and Warora.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below:

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. Rs. A.	
English	49,010	16 8 to 17 2	Into boats at Bombay.
Bengal sea-borne	17,995	12 8 to 14 8	
Japanese	1,614	13 4 to 15 0	
Singareni, unscreened	53,771	4 8	Into wagons at Yellandu.
Nerbudda	10,476	6 0	Into wagons at Mohpáni.
Warora	51,091	4 8	Into wagons at pit's mouth.
Sanctoria	6,357	3 0	Into wagons at pit's mouth.
Umaria, large	18,884	4 0	Into wagons at Umaria.
Umaria, screened nuts	5,439	2 2	Into wagons at Umaria.
Firewood	2,137	5 0 to 6 9	

Bombay, Baroda and Central India Railway system (standard gauge).

13. The descriptions and quantities of fuel used on the railway system were :

	Tons.
English coal	30,554
Bengal coal	33,935
Singareni coal	8,677
Mohpáni coal	54
Firewood	1,541

The different descriptions of English coal used were Nixon's Navigation, Ferndale, Powell Duffryn, and Welsh and Davison's West Hartley.

The average price per ton of English coal was Rs. 20-5-0 and the average price of Bengal sea-borne coal was Rs. 14-12-0 delivered into boats at Bombay. The rate paid for Singareni coal was Rs. 14-8-0 per ton, and for Mohpáni coal, Rs. 12-0-0 per ton, delivered into wagons at Dadar Junction. Firewood was supplied chiefly by the company's engineering department at an average rate of Rs. 5-5-0 per ton.

Madras Railway system (standard gauge).

14. The descriptions of fuel chiefly used on the different sections of the railway were as follows :

Section.	Description of fuel used.
Madras-Jalarpet Madras-Réniguntа Cuddapah-Ráichúr	Singareni coal at Rs. 13-13-4 per ton, delivered into wagons at Rayapuram, and at Rs. 13-5-3 per ton, delivered stacked in the yard at Ráichúr.
Réniguntа-Cuddapah Jalarpet-Bangalore Jalarpet-Calicut	Firewood at rates varying from Rs. 3-14-0 to Rs. 6-4-0 per ton.
Bowringpet-Marikuppam	Singareni coal and firewood.

A small quantity of Barákar coal was purchased at Rs. 15-3-11 per ton and carried by sea from Calcutta.

The Singareni coal has been delivered by a contractor, and has been of generally fair quality, but when received in Madras *viá* the Buckingham canal it is very frequently found to be seriously damaged owing to the numerous handlings and rough treatment it has undergone. The firewood has been obtained mainly from Government forests through the agency of native contractors; but a small proportion has also been supplied by the Forest department direct.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Patent fuel	32
Singareni coal	31,467
Bengal coal	906
Firewood	82,986

The Nizam's Guaranteed State Railway system (standard gauge).

15. The description of fuel used on this line was Singareni unscreened and steam coal (20,757 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8-0 per ton unscreened and Rs. 6-0-0 per ton steam, delivered at pit's mouth at Yellandu, and has been of good quality. The arrangements for delivery were satisfactory.

Bengal and North-Western Railway system (metre gauge).

16. Kurhurbaree and Dhadka coals were used on the whole of the Tirhoot section, and on the Bengal and North-Western section as far as Gorakhpur. Wood fuel from the Forest department was used on the sections west of Gorakhpur.

The rates paid for Bengal coal were Rs. 5-0-0 and Rs. 3-12-0 per ton, delivered at Giridíh and Ásansol, respectively, and for wood fuel, Rs. 3-4-0 per ton, delivered at Pharenda and Maskanwa.

The actual quantities of the different kinds of fuel used were as follows :

	Tons.
Bengal coal	19,622
Wood fuel	8,112

Rajputana-Malwa Railway system (metre gauge).

17. Kurhurbaree, Borrea and Gourangdih coals were used over the whole line; Salanpur and Borrea coals between Sábarmati, Mehsána and Mhow; Singareni coal between Khandwa and Rutlam; Jardine Navigation coal at Agra for trial; English coal between Sábarmati and Khandwa and also at Agra for trial; and firewood and unserviceable sleepers over the whole line for lighting up engines.

The rates paid for the different descriptions of coal were: Rs. 4-0-0 for Kurhurbaree, delivered into wagons at Giridíh; Rs. 3-4-0 for Borrea, delivered into wagons at Sitarámpur; Rs. 3-4-0 for Gourangdih, delivered into wagons at Alipore siding; Rs. 13-8-0 for Salanpur and Borrea, delivered in Bombay harbour; Rs. 12-0-0 for Jherriah (Jardine, Navigation), delivered in Bombay harbour; and Rs. 17-8-0 for Singareni, delivered at Khandwa. English coal was purchased at Rs. 17-4-0 per ton delivered in Bombay harbour. For firewood, unserviceable sleepers were locally obtained at Rs. 5-0-0 per 100 cubic feet.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	76,243
English coal	3,414
Singareni coal	4,886
Firewood	1,224

Southern Mahratta Railway system (metre gauge).

18. The description of fuel chiefly used on the several sections of the railway system is shown below :

On the Harihar-Nanjangúd section. On the main line (Gadag to Bezwada). On the Guntakal-Hindupur section. On the Bijápur branch (Hotgi to Gadag). On the Poona branch (Poona to Miraj).	Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the Poona branch (Miraj to Londa). On the Kolhápur-Miraj section. On the main line (Castle Rock to Gadag). On the Harihar branch (Hubli to Harihar).	Firewood at Rs. 4-4-0 and Rs. 6-13-0 per ton, delivered in stacks at fuel depôts.

The fuel supplied under all the contracts has been of good quality and arrangements for delivery were satisfactory.

Experiments were carried out to determine the relative values of Welsh best steam coal, Singareni coal and firewood. The equivalents were found to be :

Giridíh (Kurhurbaree) coal, the standard.	Welsh best steam coal.	Singareni coal.	Firewood.
1·00	0·80	1·20	2·40

The actual quantities of coal and wood used were :

	Tons.
Singareni unscreened coal	40,718
Firewood	48,017

South Indian Railway system (metre gauge).

19. The coal used on the different sections of the line was obtained from the following sources :

Throughout the system	Singareni coal, delivered at Dharmavaram at Rs. 15 per ton and at Madras from Rs. 13-12-0 to Rs. 15-8-0.
On the Southern section from Villupuram to Tuticorin, including Negapatam and Erode branches.	Desherghur coal from the Equitable Coal Company's pits, Desherghur seam, delivered at Tuticorin and Negapatam at Rs. 16-9-0 and Rs. 14-8-0 per ton, respectively.
On the southern section from Máyavaram to Tuticorin.	Barmundia coal from the Damudur Coal Company's pits at Barmundia, delivered at Tuticorin and Negapatam at Rs. 16-9-0 and Rs. 14-8-0 per ton, respectively.
On the northern section Cuddalore to Nellore	Jherriah coal from the Jardine's Navigation seam, delivered at Cuddalore at Rs. 12-11-6 per ton.
On the section between Madras and Tuticorin	Borrea coal at Rs. 14-4-0 to Rs. 16-10-0 per ton, delivered at Negapatam, Tuticorin and Madras.

Firewood was purchased at Rs. 4-8-0 to Rs. 5-0-0 per ton from the Forest department and at Rs. 4-4-0 to Rs. 4-15-0 per ton from a contractor.

During the year small quantities of Katras-Seebpore, Shampore and Gourangdih coals were received for trial purposes. The equivalents of these coals, when compared with Kurhurbaree coal, were found to be 1·04, 1·29 and 1·18, respectively. Trials were also made of Desherghur, Barmundia and Jherriah coals, with result which likewise proved them to be inferior to Kurhurbaree coal.

The arrangements for the delivery of coal were satisfactory.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Singareni coal	23,728
Desherghur	8,519
Jherriah	8,397
Borrea	2,123
Barmundia	1,240
Katras-Seebpre	24
Shampore	24
Gourangdih	13
Firewood	37,540

Assam-Bengal Railway (metre gauge).

20. Borrea steam coal (4·939 tons) was used on the different sections of this railway. The coal was supplied by the Borrea Coal Company at Rs. 13-4-0 per ton, delivered at Chandpur stacked on the company's premises.

Burma Railways (metre gauge).

21. The fuel chiefly used on the whole line was as follows :

Bengal coal of various kinds at an average rate of Rs. 12-0-0 per ton, delivered at Rangoon.

Thingadaw (Burma) coal at Rs. 10-1-0 per ton, delivered at Mandalay.

Wood fuel at an average rate of Rs. 4-0-0 per 100 cubic feet, delivered at various depôts in Upper and Lower Burma.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	25,825
Thingadaw (Burma) coal	9,921
Wood fuel	24,449

Rohilkund and Kumaon Railway system (metre gauge).

22. Wood fuel was chiefly used between Lucknow and Mailáni, between Mailáni and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káthgodám on the company's section of the line.

The rate paid for wood fuel was Rs. 2-10-6 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 4-0-0 per ton, delivered into wagons at Giridíh.

The actual quantities of coal and wood fuel used were :

	Tons.
Bengal coal	262
Wood fuel	14,729

Jodhpore-Bickaneer Railway (metre gauge).

23. Giridíh (4,319 tons) and Barákar (138 tons) coals were used on both the Jodhpore and Bickaneer sections of the line. The rates paid for Giridíh coal were Rs. 5-0-0 per ton, from January to July and Rs. 3-10-0 per ton, from August to December, delivered into wagons at Giridíh, and for Barákar coal, Rs. 3-8-0 and Rs. 3-12-0 per ton, delivered into wagons at Barákar.

Bhávnagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

24. The descriptions of fuel used on the railway system were :

	Tons.
Cardiff coal	5,341
Welsh Hartley coal	49
Bengal coal	1,469
Wood fuel	116

The average price per ton of Cardiff coal was Rs. 24-8-0, of Welsh Hartley coal, Rs. 26-15-0, and of Bengal coal Rs. 17-8-0, delivered into wagons at Bhávnagar Bander. For firewood, old sleepers at Rs. 8-2-0 per ton were delivered at Ghadechi, Dhola and Jetalsar by the company's engineering department.

The Australian Wallarah coal on trial was found to be similar to the Bengal coal as regards consumption, but is somewhat more smoky.

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STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1896.

Classification No.	RAILWAY.	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	Consumption Stated in terms of Giridih (Kurhurbaree) best steam coal. (a)				Average cost per ton in terms of Giridih-(Kurhurbaree) best steam coal.	Average lead.
						Total quantity.	Per train-mile.	Per engine-mile.	Per 1,000 gross ton-miles.		
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.	Miles.
I	East Indian (b)	Bengal coal and coke	327,082	1·91	0·83	326,629	60·93	50·88	165·59	1·91	Coal, 258·27 Coke, 207·65
III	Bengal-Nágpur	Bengal and Umaria coal; but principally Bengal coal	36,851	3·54	1·33	32,777	53·83	48·05	143·76	3·98	Bengal, 278·35 Umaria, 4·15
IV	Indian Midland (b)	Umaria and Bengal coal and wood; but principally Umaria coal	49,514	7·83	3·93	36,894	51·50	45·60	163·08	10·68	Bengal, 676·62 Umaria, 337·99 Wood, 189·28
XI	North Western State (b).	English, Bengal, Dandot, Khost and Sharigh coal; also patent fuel and wood	179,654	10·14	4·49	157,916	41·89	37·11	132·97	15·01	See foot note (e)
XIII	Oudh and Rohilkhand State.	Bengal coal	43,210	9·70	2·75	43,183	39·66	33·24	128·43	9·71	Bengal, 532·23
XIV	Eastern Bengal State (c)	Bengal coal	56,146	6·09	2·55	45,989	48·01	36·17	155·56	7·43	
XVI	East Coast State	Bengal and Singareni coal, but principally Singareni coal	22,651	8·64	3·51	22,177	55·62	49·84	177·65	8·83	Bengal, 2·00 Singareni, 189·73
XVIII	Great Indian Peninsula (b).	English, Japanese, Warora, Umaria, Bengal, Nerbudda, Sanctoria and Singareni coal also patent fuel and wood	215,491	10·19	3·90	179,726	44·73	39·25	155·94	12·22	See foot note (f)
XIX	Bombay, Baroda and Central India (b).	English, Bengal, Mohpáni and Singareni coal and wood	73,837	16·40	6·92	77,630	61·40	52·95	173·25	15·80	English, 161·73 Singareni, 31·16 Bengal, 185·48 Mohpáni, 1·25 Wood, 44·00
XX	Madras (b)	Bengal and Singareni coal and patent fuel and wood	64,322	7·73	5·61	58,968	51·91	43·71	179·17	15·12	Wood, 14·21
XXXII	The Nizams' Guaranteed State (b).	Singareni coal	20,757	4·59	1·96	18,890	54·40	47·45	149·98	4·04	Singareni, 116·43
	METRE GAUGE.										
XXXVIII	Bengal and North-Western—										
	Tirhoot section Company's section	Bengal coal and wood; but principally Bengal coal	22,867	6·24	1·55	22,662	28·40	23·84	138·88	7·64	Bengal, 252·65 Wood, 12·62
XL	Rajputana-Malwa (b)	English, Bengal and Singareni coal and wood; but principally Bengal coal	85,033	16·25	4·07	85,886	35·42	30·66	169·23	16·08	English, 449·74 Bengal, 347·63 Singareni, 66·99
XLII	Southern-Mahratta (b)	Singareni coal and wood	129,458 (d)	4·16	2·32	53,941	32·55	30·06	187·64	9·98	Singareni, 485·00 Wood, 76·00
XLV	South Indian (b)	Bengal and Singareni coal and wood	57,254	10·04	3·75	46,068	29·50	25·05	180·40	17·78	Singareni, 155·55 Bengal, 58·22 Wood, 53·72
XLVII	Assam-Bengal	Bengal coal	4,939	14·34	4·28	4,445	37·59	30·11	213·71	15·77	Bengal, 56·58
XLVIII	Burma	Bengal and Burma coal and wood	43,325	8·72	3·39	37,255	33·68	29·21	183·76	14·10	Thingadaw, 112·44 Bengal, 104·10 Wood, 0·52
XLIX	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	Bengal coal	25,954	7·21	1·95	22,097	32·21	26·38	182·89	8·46	
	Dacca section	Bengal coal	2,953	7·30	1·94	2,598	32·65	25·73	231·15	8·30	
LII	Rohilkund and Kumaon (including Lucknow-Bareilly section).	Bengal coal and wood; but principally wood	15,385 (d)	3·02	1·61	6,154	29·87	24·96	170·24	7·56	Bengal, 660·37 Wood, 55·25
LXVI	Jodhpore-Bickaneer—										
	Jodhpore section	Bengal coal	4,026	22·50	4·49	4,012	27·83	26·08	148·45	22·57	Bengal, 983·03
	Bickaneer section	Bengal coal	432	22·52	4·33	432	26·91	26·18	150·48	22·52	Bengal, 960·56
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (b)	English and Bengal coal and wood	6,905	20·81	3·90	8,106	30·51	28·56	201·67	17·91	English, 62·21 Bengal, 55·71

(a) See paragraph 3 of this chapter.

(b) Including branch lines worked.

(c) Including the Bengal Central railway.

(d) Expressed in terms of wood.

(e) Bengal, 1,034·00; Dandot, 135·00; English, 183·00; Khost and Sharigh, 48·00 | Patent fuel, Khost, 8·00; ,, ,, Dandot, 446·00; ,, ,, English, 906·00; Wood, 50·00

(f) Nerbudda, 156·20; Umaria large, 242·00; Umaria screened, 226·80; Warora, 197·20; Firewood, 2·90 | Sanctoria, 681·00; Singareni, unscreened, 407·10; Bengal, sea borne, 11·80; English coal purchased locally, 65·00; Japanese, 74·00

Statement showing the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Classification No.	Railway.	Standard Giridih (Kurhurbaree) best steam coal.	Description of fuel.																															
			English coal.	Patent fuel.			Bengal coal.														Bengal sea-borne coal.	Singareni coal.		Umaria coal.	Warora coal.	Nerbudda coal.	Mohpáni coal.	Dandot coal.	Khost and Sharigh coal.	Assam coal.	Burma (Thingadaw) coal.	Japanese coal.	Australian coal.	Wood.		
				English.	Khost.	Dandot.	Sanctoria.	Bhadrachelam.	Shampore.	Barakar.	Gourangdih.	Barmundia.	Salanpur.	Shibpore.	Bhugutdee.	Giridih.	Kotras, Jherriah.	Borrea.	Patalbaree.	Deshergbar.		Screened.	Unscreened.												
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ton	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
	STANDARD GAUGE.																																	
III	Bengal-Nágpur	1·00	...	...	...	...								1·11								...	...	1·25	...	...	...	...	...	...	...	...	...	...	
IV	Indian Midland	1·00	...	...	...	...								1·08								...	...	1·38	...	...	...	...	...	...	...	...	...	3·00	
XI	North Western State	1·09	0·90	0·80	1·28	1·56								1·10								...	...	...	...	...	...	1·56	1·28	...	...	...	...	2·20	
XIII	Oudh and Rohilkhand State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
XIV	Eastern Bengal State	1·00	...	...	...	...	...	...	...	1·14	1·39	...	...	...	1·39	...	...	1·25	1·39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
XVI	East Coast State	1·00	...	...	...	...	...	2·00	...	...	...	...	...	...	...	...	1·19	...	...	...	...	1·02	...	...	...	...	...	...	...	...	...	...	...	...	...	
XVIII	Great Indian Peninsula	1·00	0·80	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	1·43	...	1·25	1·25	1·72	1·52	...	...	...	...	1·25	...	2·50	
XIX	Bombay, Baroda and Central India	1·00	0·80	...	...	...								1·11								1·05	...	...	...	1·52	...	...	...	...	...	...	2·50	
XX	Madras	1·00	...	0·80	...	...	...	...	...	1·15	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	...	...	...	2·60	
XXXII	The Nizam's Guaranteed state	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·05	1·10	...	...	...	...	...	...	...	...	...	...	
	METER GAUGE.																																	
XLII	Southern Mahratta	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	...	...	...	2·38	
XLV	South Indian	1·00	...	...	...	...	...	...	1·28	...	1·18	1·23	...	1·03	...	...	1·18	1·30	...	1·19	...	1·49	...	...	...	...	...	...	...	...	...	...	...	2·94 and 2·13	
XLVIII	Burma	1·00	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·75	...	...	3·23	
XLIX	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	1·00	...	...	...	...	...	...	...	1·14	1·39	...	1·28	...	...	...	...	1·25	1·39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Dacca section	1·00	...	...	...	...	...	...	...	1·14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

CHAPTER XII.

Persons employed.

Numbers employed.

Statement No. 40 on pages 186 to 189 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1896.

The following is a summary of the figures:

Year ending.	Number of Employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
Standard gauge.						
Previous year (*a*)	3,772	4,416	202,469	210,657	11,780·11	1,687
31st December 1896 (*a*) . .	3,676	4,414	200,656	208,746	12,213·67	1,775
Metre gauge.						
Previous year (*b*) . . .	920	2,282	67,578	70,780	7,238·72	1,046
31st December 1896 (*b*) . .	989	2,282	71,078	74,349	7,641·07	1,107
Total { Previous year .	4,692	6,698	270,047	281,437	19,018·83	2,733
Total { 31st December 1896	4,665	6,696	271,734	283,095	19,854·74	2,882

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was a decrease of 2·55 per cent. on the standard gauge lines and an increase of 7·50 per cent. on the metre gauge. East Indians show a decrease of 0·05 per cent. on the standard gauge lines and on the metre gauge the number is the same as was in the previous year; while Natives show a decrease of 0·90 per cent. on the standard gauge lines and an increase of 5·18 per cent. on the metre gauge.

The percentage on the total for both gauges shows an increase in the case of Natives and a decrease in that of Europeans and East Indians as follows:

	Increase per cent.	Decrease per cent.
Europeans	...	0·58
East Indians	...	0·03
Natives	0·62	...

(*a*) Including the metre and special gauge sections of the Eastern Bengal State railway in 1895, also the Cawnpore-Burhwal railway (metre gauge link) in 1896.

(*b*) Excluding the West of India Portuguese, and the metre and special gauge sections of the Eastern Bengal State railway in 1895, also the Cawnpore-Burhwal railway (metre gauge link) in 1896.

Casualties.

2. Statement No. 41 on pages 190 to 197 gives detailed information regarding casualties amongst Europeans and East Indians; and the percentage of casualties from various causes as compared with the previous year is given below:

	1895.				1896.			
	Europeans.		East Indians.		Europeans.		East Indians.	
	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.
Death	1·67	1·63	0·86	1·05	1·69	1·71	0·93	1·14
Resignation and discharge	12·14	12·50	12·45	11·31	12·95	12·80	11·61	13·29
Dismissal . . .	1·62	2·61	2·90	3·51	1·85	2·42	2·88	4·43
Total .	15·43	16·74	16·21	15·87	16·49	16·43	15·42	18·86
TOTAL STANDARD AND METRE GAUGES .	15·69		16·09		16·47		16·62	

STATEMENT

Numerical return of servants of all races employed on the

Classification No.	Railway.	General Administration, including Agency, Audit, Accounts, Pay-master's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	Standard gauge.												
	State lines worked by companies.												
I	East Indian (*a*)	69	38	2,769	2,876	408	285	12,864	13,557	83	51	16,605	16,739
III	Bengal-Nágpur	16	50	346	412	37	82	1,219	1,338	27	32	4,084	4,143
IV	Indian Midland (*b*)	35	18	466	519	47	47	1,380	1,474	23	7	4,136	4,166
VI	Godhra-Rutlam-Nágdá	1	2	68	71	1	...	169	170	4	1	646	651
	State lines worked by the State.												
XI	North-Western (*c*)	33	24	1,819	1,876	201	203	9,241	9,645	120	36	18,626	18,782
XIII	Oudh and Rohilkhand	8	42	740	790	50	67	2,816	2,933	11	29	4,871	4,911
XIV	Eastern Bengal (*e*)	16	19	1,033	1,068	78	190	4,102	4,370	23	18	4,944	4,985
	Bengal Central	2	...	8	(*f*) 10	Worked by the Eastern Bengal State railway.				1	...	495	496
XV	Calcutta Port Commissioners'	...	...	2	2	1	16	339	356	...	...	58	58
XVI	East Coast	9	20	358	387	19	95	1,120	1,234	11	15	2,221	2,247
	Lines worked by guaranteed companies.												
XVIII	Great Indian Peninsula (*h*)	42	39	1,347	1,428	319	251	6,874	7,444	59	34	17,029	17,122
XIX	Bombay, Baroda and Central India (*i*)	18	44	884	946	33	26	2,432	2,491	22	1	2,807	2,830
XX	Madras (*j*)	20	58	856	934	80	457	3,791	4,328	17	72	4,527	4,616
	Lines owned by native states and worked by companies.												
XXXII	The Nizam's Guaranteed State *(*k*)	10	15	382	407	4	75	588	667	18	15	1,621	1,654
XXXIV	The Gaekwar's Petlád	...	...	...	...	...	...	31	31	...	...	63	63
	Total standard gauge	279	369	11,078	11,726	1,278	1,794	46,966	50,038	419	311	82,733	83,463

No. 40.

standard and metre gauge railways (open lines only) on the 31st December 1896.

Locomotive and carriage and wagon departments, including steamboat establishments.				Total.				Number of miles open (see also statement No. 32, pages 138-141).	Number of stations.	Classification. No.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
435	285	13,862	14,582	995	659	46,100	47,754	1,83·81	248	I	(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
78	148	2,103	2,329	158	312	7,752	8,222	860·88	95	III	
60	76	1,876	2,012	165	148	7,858	8,171	922·21	113	IV	(*b*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways.
12	8	187	207	18	11	1,070	1,099	140·91	18	VI	
373	300	12,216	12,889	727	563	41,902	43,192	2,896·68	398	XI	(*c*) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
60	36	3,816	3,912	129	174	12,243	12,546	846·94 (*d*)	126	XIII	(*d*) Including 34·57 miles of the Cawnpore-Burhwal railway (metre gauge link).
102	53	4,750	4,905	219	280	14,829	15,328	939·40	181	XIV	(*e*) Including the figures of the metre and special gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineer's departments in the case of the latter.
Worked	by the State	Eastern railway.	Bengal	3	...	503	506	125·01 (*g*)	26 (*g*)		(*f*) Agency and Stores only; others included with the Eastern Bengal State railway.
1	...	65	66	2	16	464	482	8·53	4	XV	(*g*) These figures are not included in the total as they are included with the figures of the home line.
26	109	1,405	1,540	65	239	5,104	5,408	503·50	81	XVI	
314	324	11,191	11,829	734	648	36,441	37,823	1,491·31	218	XVIII	(*h*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
128	78	3,210	3,416	201	149	9,333	9,683	495·57	89	XIX	(*i*) Including the Nágdá-Ujjain railway.
85	441	4,104	4,630	202	1,028	13,278	14,508	857·68	160	XX	(*j*) Including the Madras-Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
26	82	1,083	1,191	58	187	3,674	3,919	352·90	42	XXXII	(*k*) Including the Bezwada extension (East Coast State railway).
...	...	11	11	...	....	105	105	13·35	2	XXXIV	
1,700	1,940	59,879	63,519	3,676	4,414	200,656	208,746	12,213·67	1,775		

STATEMENT

Numerical return of servants of all races employed on the

Classification No.	Railway.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	Metre gauge.												
	State lines worked by companies.												
XXXVIII	Bengal and North-Western—												
	Tirhoot section . . .	16	11	612	639	43	37	1,672	1,752	11	3	4,453	4,467
	Company's section . . .												
XL	Rajputana-Malwa (*a*) . . .	36	46	1,555	1,637	122	132	3,834	4,088	27	23	7,656	7,706
XLII	Southern Mahratta (*b*) . . .	24	60	1,129	1,213	37	124	3,214	3,375	17	29	4,992	5,038
XLV	South Indian (*c*)	8	28	571	607	34	104	3,047	3,185	18	45	4,193	4,256
XLVI	Mávavaram-Mutupet . . .	...	...	6	6	...	...	79	79	1	...	196	197
XLVII	Assam-Bengal	9	7	224	240	3	31	398	432	16	12	1,119	1,147
XLVIII	Burma (*d*)	5	25	180	(*e*) 210	32	162	1,408	1,602	20	62	3,734	3,816
	Assisted companies.												
LI	Droghur	...	...	1	1	...	...	14	14	...	...	26	26
LII	Rohilkund and Kumaon (Company's section) (*f*) . .	2	...	161	163	10	12	560	582	4	1	945	950
LIII	Bengal Doabs (*g*) . . .	1	...	24	25	...	1	208	209	...	1	119	120
LIV	Dibru-Sadiya	3	...	80	83	1	...	164	165	2	...	338	340
	Lines owned and worked by native states.												
LXVI	Jodhpore-Bickaneer . . .	2	...	79	81	...	1	285	286	...	...	707	707
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (*h*) . . .	5	2	263	270	6	8	628	642	3	7	1,183	1,193
	Total metre gauge .	111	179	4,885	5,175	288	612	15,511	16,411	119	183	29,661	29,963
	Total standard and metre gauges	390	548	15,963	16,901	1,566	2,406	62,477	66,449	538	494	112,394	113,426

No. 40—*concld.*

standard and metre gauge railways (open lines only) on the 31st December 1896—concld.

Locomotive and carriage and wagon departments, including steam-boat establishments.				Total.				Number of miles open (see also statement No. 32, pages 138-141).	Number of stations.	Classification No.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
38	52	3,448	3,538	108	103	10,185	10,396	820·43	140	XXXVIII	
205	284	6,482	6,971	390	485	19,527	20,402	1,844·23	258	XL	(*a*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
84	330	3,272	3,686	162	543	12,607	13,312	1,553·21	205	XLII	(*b*) Including the Guntakal-Mysore frontier, the Mysore section, (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanangúd railways.
55	448	3,379	3,882	115	625	11,190	11,930	1,049·39	155	XLV	
...	2	78	80	1	2	359	362	53·99	10	XLVI	(*c*) Including the Pondicherry railway.
10	21	531	562	38	71	2,272	2,381	285·90	26	XLVII	
45	152	2,629	2,826	102	401	7,951	8,454	886·45	145	XLVIII	(*d*) The working of this line has been transferred to a company from the 1st September 1896.
...	...	15	15	...	...	56	56	4·79	2	LI	(*e*) Excluding Police, which is under the control of the Inspector General of Police, Burma.
11	4	526	541	27	17	2,192	2,236	285·09	46	LII	(*f*) Including the Lucknow-Bareilly section.
...	1	57	58	1	3	408	412	36·40	10	LIII	(*g*) Excluding Agency, Audit and Accounts.
1	1	90	92	7	1	672	680	77·50	14	LIV	
1	1	348	350	3	2	1,419	1,424	364·00	40	LXVI	
21	12	166	199	35	29	2,240	2,304	379·69	56	LXVIII	(*h*) Including the Jetalsar-Rajkot railway.
471	1,308	21,021	22,800	989	2,282	71,078	74,349	7,641·07	1,107		
2,171	3,248	80,900	86,319	4,665	6,696	271,734	283,095	19,854·74	2,882		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal amongst during the year ending with the

Classification No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTERS, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.								
		EUROPEANS.					EAST INDIANS.			
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by		
			Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.
	STANDARD GAUGE.										
	State lines worked by Companies.										
I	EAST INDIAN (*a*)	66·81	2	7	...	9	37·74	...	5	...	5
III	BENGAL-NÁGPUR	15·00	...	2	...	2	54·00	1	8	1	10
IV	INDIAN MIDLAND (*b*)	27·52	2	1	...	3	20·55	1	6	1	8
VI	GODHRA-RUTLAM-NÁGDÁ	1·00	...	...	...	..	2·00	...	...	...	...
	State lines worked by the State.										
XI	NORTH WESTERN (*c*)	31·67	1	1	...	2	20·67	...	4	...	4
XIII	OUDH AND ROHILKHAND	8·00	...	3	...	3	43·00	...	7	...	7
XIV	EASTERN BENGAL (*d*)	15·70	...	3	...	3	19·20	...	1	...	1
	BENGAL CENTRAL	(*e*)2·00	...	...	...	...	...	...	...	...	...
XV	CALCUTTA PORT COMMISSIONERS'	...	...	...	...	...	...	...	...	...	...
XVI	EAST COAST	8·00	...	...	...	...	20·00	1	3	...	4
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (*f*)	41·00	1	...	...	1	39·00	1	3	...	4
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*g*)	19·50	1	4	...	5	44·50	1	7	1	9
XX	MADRAS (*h*)	19·08	1	1	...	2	60·16	...	6	...	6
	Lines owned by native states and worked by companies.										
XXXII	THE NIZAM'S GUARANTEED STATE (*i*)	10·00	...	...	...	...	16·00	...	1	...	1
XXXIV	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	265·28	8	22	...	30	376·82	5	51	3	59

No. 41.

the European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1896.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Classification No.	Remarks.
Europeans.					East Indians.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
426·07	4	55	8	67	269·25	1	39	6	46	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
25·16	...	4	1	5	60·83	1	4	3	8	III	
36·25	1	3	...	4	34·16	...	14	...	14	IV	(b) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
1·00	...	...	...	...	...	...	...	...	...	VI	
226·50	3	41	11	55	213·50	4	16	7	27	XI	(c) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
49·10	1	4	2	7	70·58	1	8	9	18	XIII	
90·41	...	13	1	14	164·16	3	58	8	69	XIV	(d) Including the figures of the metre and special gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineer's departments in the case of the latter.
Worked	by the	Eastern	Bengal	State	railway.	...	...	...	...		(e) Agency and Stores departments only.
1·00	...	...	...	...	15·08	1	2	1	4	XV	
19·00	..	2	1	3	95·00	...	14	2	16	XVI	
319·00	8	29	...	37	251·00	3	17	...	20	XVIII	(f) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
31·50	...	7	...	7	24·50	...	3	...	3	XIX	(g) Including the Nágdá-Ujjain railway.
80·92	1	18	8	27	436·74	1	40	19	60	XX	(h) Including the Madras-Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
4·09	...	...	...	...	80·00	1	2	2	5	XXXII	(i) Including the Bezwada extension (East Coast State railway).
...	...	...	...	...	...	...	...	...	...	XXXIV	
1,309·91	18	176	32	226	1,714·80	16	217	57	290		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending with the

Classification No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN (*a*)	78·23	...	9	1	10	43·32	...	4	2	6	425·00	7	50	9	66
III	BENGAL-NÁGPUR	19·16	1	9	...	10	21·58	...	6	...	6	89·00	2	20	4	26
IV	INDIAN MIDLAND (*b*)	22·92	...	7	...	7	6·06	...	1	...	1	58·00	...	9	...	9
VI	GODHRA-RUTLAM-NÁGDÁ	4·00	...	...	...	...	...	...	...	...	...	10·00	1	2	1	4
	State lines worked by the State.															
XI	NORTH WESTERN (*c*)	120·33	3	3	1	7	32·16	...	3	...	3	416·00	9	68	6	83
XIII	OUDH AND ROHILKHAND	11·00	...	1	1	2	27·00	...	2	...	2	64·17	2	7	5	14
XIV	EASTERN BENGAL (*e*)	20·36	...	4	1	5	16·56	...	4	1	5	96·24	1	11	1	13
	BENGAL CENTRAL	1·00	...	...	...	...	...	...	...	Worked by the Eastern Bengal State						
XV	CALCUTTA PORT COMMISSIONERS'	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...
XVI	EAST COAST	11·00	...	...	...	...	15·00	...	...	...	...	35·00	1	5	3	9
	Lines worked by guaranteed companies.															
XVIII	GREAT INDIAN PENINSULA (*g*)	59·00	...	4	1	5	34·00	...	...	...	...	318·00	6	28	...	34
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*h*).	22·00	...	1	...	1	...	...	...	...	...	138·00	2	27	...	29
XX	MADRAS (*i*)	17·00	...	1	...	1	72·00	2	14	4	20	66·00	2	10	3	15
	Lines owned by native states and worked by companies.															
XXXII	THE NIZAM'S GUARANTEED STATE (*j*)	18·00	...	...	...	...	17·00	...	2	...	2	35·00	...	9	...	9
XXXIV	THE GAEKWAR'S PETLÁD	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	404·00	4	39	5	48	285·68	2	36	7	45	1,751·41	33	246	32	311

No. 41—*contd.*

European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1896—contd.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.											
EAST INDIANS.					EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Mean mileage worked (see also statement No. 32, pages 138—141).	Classification No.	REMARKS.
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.			
283·00	2	36	5	43	996·11	13	121	18	152	633·31	3	84	13	100	1,919·45	I	(a) Including the Delhi-Umballa Kalka and the Tarkessur railways.
147·00	...	12	4	16	148·32	3	35	5	43	283·41	2	30	8	40	862·33	III	
77·00	...	14	...	14	144·69	3	20	...	23	137·77	1	35	1	37	941·53	IV	(b) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
8·00	...	...	...	...	16·00	1	2	1	4	10·00	...	...	...	...	131·69	VI	
346·00	1	44	3	48	794·50	16	113	18	147	612·33	5	67	10	82	2,740·52	XI	(c) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
32·91	...	...	1	1	132·27	3	15	8	26	173·49	1	17	10	28	801·10 (d)	XIII	(d) Including 3·59 miles of the Cawnpore Burhwal railway (metre gauge link).
51·58	1	6	...	7	222·71	1	31	3	35	251·50	4	69	9	82	939·15	XIV	(e) Including the figures of the metre and special gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineer's departments in the case of the latter.
railway.	...	...	...	...	3·00	...	...	...	...	...	...	...	...	...	125·01 (f)		(f) These figures are not included in the total, as they are included with the figures of the home line.
...	...	...	...	...	2·00	...	...	...	...	15·08	1	2	1	4	8·53	XV	
157·00	2	13	33	48	73·00	1	7	4	12	287·00	3	30	35	68	483·87	XVI	
322·00	4	30	2	36	737·00	15	61	1	77	646·00	8	50	2	60	1,490·35	XVIII	(g) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
72·00	...	16	...	16	211·00	3	39	...	42	141·00	1	26	1	28	477 00	XIX	(h) Including the Nágdá-Ujjain railway.
440·00	7	24	6	37	183·00	4	30	11	45	1,008·90	10	84	29	123	856·47	XX	(i) Including the Madras Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
103·00	1	14	6	21	67·00	...	9	...	9	216·00	2	19	8	29	354·70	XXXII	(j) Including the Bezwada extension (East Coast State railway).
...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	13·35	XXXIV	
2,039·49	18	209	60	287	3,730·60	63	483	69	615	4,416·79	41	513	127	681	12,020·04	...	

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal amongst the during the year ending with the

Classification No.	Railway.	General Administration, including Agency, Audit, Accounts, Paymasters, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.									
		Europeans.					East Indians.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	Metre gauge.										
	State lines worked by companies.										
XXXVIII	Bengal and North-Western—										
	Tirhoot section	14·00	...	2	...	2	10·00	...	2	...	2
	Company's section										
XL	Rajputana-Malwa (*a*)	38·00	...	9	...	9	45·30	...	5	...	5
XLII	Southern Mahratta (*b*)	24·00	...	1	...	1	60·00	1	6	1	8
XLV	South Indian (*c*).	8·00	...	...	...	...	31·00	...	1	2	3
XLVI	Míyavaram-Mutupet	...	...	...	...	...	...	...	...	...	...
XLVII	Assam-Bengal	8·67	...	4	...	4	9·17	...	10	1	11
XLVIII	Burma (*d*)	4·67	...	1	...	1	23·10	...	8	...	8
	Assisted companies.										
LI	Deoghur	...	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (*e*)	2·00	...	...	...	...	...	...	...	...	...
LIII	Bengal Dooars (*f*)	1·00	...	...	...	...	...	...	...	...	...
LIV	Dibru-Sadiya	3·00	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.										
LXVI	Jodhpore-Bickaneer	2·00	...	...	...	...	...	...	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (*g*) .	5·00	...	...	...	...	2·00	...	...	...	...
	Total metre gauge .	110·34	...	17	...	17	180·57	1	32	4	37
	Total standard and metre gauges .	375·62	8	39	...	47	557·39	6	83	7	96

No. 41—contd.

European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1896—contd.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Classification No.	Remarks.
Europeans.					East Indians.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
										XXXVIII	
37·00	...	9	4	13	38·00	1	5	6	12		
124·50	1	12	2	15	138·50	2	15	2	19	XL	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
37·00	2	4	...	6	129·00	...	10	12	22	XLII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
29·91	2	7	2	11	92·25	1	9	1	11	XLV	(c) Including the Pondicherry railway.
...	...	...	...	...	...	...	...	...	...	XLVI	
4·00	...	1	...	1	23·00	...	7	3	10	XLVII	
32·00	3	4	6	13	162·00	2	16	13	31	XLVIII	(d) The working of this line has been transferred to a company from the 1st September 1896.
...	...	...	...	...	...	...	...	...	...	LI	
9·83	1	3	3	7	12·25	1	7	...	8	LII	(e) Including the Lucknow-Bareilly section.
...	...	...	...	...	1·00	...	...	...	...	LIII	(f) Excluding Agency, Audit and Accounts.
1·00	...	...	...	...	...	...	...	...	...	LIV	
...	...	...	...	...	1·00	...	...	...	...	LXVI	
6·00	...	...	...	...	11·00	...	3	...	3	LXVIII	(g) Including the Jetalsar-Rájkot railway.
281·24	9	40	17	66	608·00	7	72	37	116		
1,591·15	27	216	49	292	2,322·80	23	289	94	406		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending with the

Classification No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	METRE GAUGE.															
	State lines worked by companies.															
XXXVIII	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION . . .	10·00	...	...	...	...	2·00	...	...	...	...	37·00	...	...	2	2
	COMPANY'S SECTION . . .															
XL	RAJPUTANA-MALWA (*a*) . . .	28·51	...	...	1	1	24·16	...	...	1	1	220·00	3	25	2	30
XLII	SOUTHERN MAHRATTA (*b*) . . .	17·00	...	1	...	1	30·00	...	4	...	4	81·00	...	9	1	10
XLV	SOUTH INDIAN (*c*)	18·00	2	...	...	2	40·00	...	6	...	6	56·00	1	...	...	1
XLVI	MÁYAVARAM-MUTUPET . . .	1·00	...	...	...	...	1·00	...	...	2	2	...	...	...	...	...
XLVII	ASSAM-BENGAL	16·00	...	7	...	7	12·00	...	7	...	7	10·00	1	10	...	11
XLVIII	BURMA (*d*)	17·05	...	...	...	...	56·11	...	1	...	1	45·00	...	7	...	7
	Assisted companies.															
LI	DEOGHUR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*e*) . . .	4·00	...	...	...	...	1·00	..	...	...	...	11·00	...	3	...	3
LIII	BENGAL DOOARS	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...
LIV	DIBRU-SADIYA	2·08	...	...	...	...	...	...	...	...	...	1·16	...	...	...	...
	Lines owned and worked by native states.															
LXVI	JODHPORE-BICKANEER . . .	...		...	...	...	...	...	...	...	...	1·00	...	...	...	...
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*f*) . . .	3·00	...	...	...	...	7·25	..	...	1	...	22·00	1	3	1	5
	TOTAL METRE GAUGE .	116·64	2	8	1	11	174·52	...	18	3	21	484·16	6	57	6	69
	TOTAL STANDARD AND METRE GAUGES	520·64	6	47	6	59	460·20	2	54	10	66	2,235·57	39	303	38	380

No. 41—*concld.*

European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1896—concld.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.										Mean mileage worked (see also statement No. 39, pages 138-141).	Classification No.	Remarks.
East Indians.					Europeans.					East Indians.							
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by						
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.			
																XXXVIII	
44·00	...	8	1	9	98·00	...	11	6	17	94·00	1	15	7	23	760·47		
296·00	4	44	4	52	411·01	4	46	5	55	503·96	6	64	7	77	1,844·19	XL	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
326·00	6	71	24	101	159·60	2	15	1	18	545·00	7	91	37	135	1,556·20	XLII	(b) Including the Guntakal-Mysore frontier the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
549·41	4	44	31	79	111·91	5	7	2	14	712·66	5	60	34	99	1,049·39	XLV	(c) Including the Pondicherry railway.
2·00	...	...	...	...	1·00	...	...	...	...	3·00	...	...	2	2	53·99	XLVI	
20·00	...	15	...	15	38·67	1	22	...	23	64·17	...	39	4	43	168·61	XLVII	
152·00	5	6	...	11	98·72	3	12	6	21	393·21	7	31	13	51	871·63	XLVIII	(d) The working of this line has been transferred to a company from the 1st September 1896.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4·79	LI	
4·00	...	1	1	2	26·83	1	6	3	10	17·25	1	8	1	10	279·42	LII	(e) Including the Lucknow-Bareilly section.
1·00	...	1	....	1	1·00	...	...	...	...	3·00	...	1	...	1	36·40	LIII	
0·83	...	2	...	2	7·24	...	...	...	...	0·83	...	2	...	2	77·50	LIV	
1·00	...	..	...	...	3·00	...	...	...	...	2·09	...	...	...	...	364·00	LXVI	
10·50	...	1	...	1	36·00	1	3	1	5	30·75	...	4	...	4	379·69	LXVIII	(f) Including the Jetalsar-Rájkot railway.
1,406·74	19	193	61	273	992·38	17	122	24	163	2,369·83	27	315	105	447	7,446·28		
3,446·23	37	402	121	560	4,722·98	80	605	93	778	6,786·62	68	828	232	1,128	19,466·32		

Provident Institutions.

3. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1896 :

STATEMENT No. 42.

Classification No.	RAILWAY.	Number of staff depositing.	Number of depositors. Voluntary.	Number of depositors. Compulsory.	Amount at credit on the 31st December 1896. Voluntary.	Compulsory.	Bonus.	Total.	Remarks.
	STANDARD GAUGE.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.								
I	EAST INDIAN	6,460	(a) 4,563	(a) 6,460	(b)	(b)	(b)	98,35,116	(a) The number under "voluntary" represents subscribers over 5 per cent., and that under "compulsory" subscribers of 5 per cent. only.
III	BENGAL-NAGPUR	1,297	80	1,297	13,800	1,69,290	77,677	2,60,767	
IV	INDIAN MIDLAND	1,470	73	1,470	12,747	2,87,847	11,008	3,11,602	
	TOTAL	9,227	4,716	9,227	(c) 26,547	(c) 4,57,137	(c) 88,685	1,04,07,485	(b) Not shown separately.
	State lines worked by the State.								(c) Excluding the East Indian railway.
XI	NORTH WESTERN	5,017	264	5,015	64,057	14,95,216	13,57,487	29,16,760	
XIII	OUDH AND ROHILKHAND	1,375	61	1,375	14,007	3,50,385	2,38,627	6,03,019	
XIV	EASTERN BENGAL (d)	3,038	54	3,038	23,082	5,19,563	4,49,634	9,92,279	(d) Including the metre and special gauge sections of this railway.
XVI	EAST COAST	830	9	830	2,623	51,819	27,735	82,177	
	TOTAL	10,260	388	10,258	1,03,769	24,16,983	20,73,483	45,94,235	
	TOTAL STANDARD GAUGE	19,487	5,104	19,485	(c) 1,30,316	(c) 28,74,120	(c) 21,62,168	1,50,01,720	
	METRE GAUGE.								
	State lines worked by companies.								
XXXVIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	982	8	982	10,062	2,18,344	1,52,168	3,80,574	
	COMPANY'S SECTION								
XL	RAJPUTANA-MALWA	2,989	228	2,978	71,673	7,74,704	6,96,032	15,42,409	
XLII	SOUTHERN MAHRATTA	2,929	...	2,929	...	4,40,958	1,54,867	(e) 5,95,825	(e) Including Rs. 65,871 on account of interest.
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)								
XLV	SOUTH INDIAN	2,079	12	2,079	11,500	2,70,399	1,35,892	4,17,791	
XLVIII	BURMA (f)	1,592	22	1,441	5,124	2,59,533	1,96,413	4,61,070	(f) The working of this line has been transferred to a company from the 1st September 1896.
	TOTAL METRE GAUGE	10,571	270	10,409	98,359	19,63,988	13,35,372	33,97,669	
	Collieries.								(g) Excluding a sum of Rs. 428 on account of security at the credit of three depositors.
	UMARIA COLLIERY	20	1	19	403	4,736	1,910	(g) 7,049	(h) Excluding a sum of Rs. 491 on account of security at the credit of two depositors.
	WARORA COLLIERY	33	5	28	1,418	9,846	5,262	(h) 16,526	
	TOTAL COLLIERIES	53	6	47	1,821	14,582	7,172	23,575	
	GRAND TOTAL	30,111	5,380	29,941	(c) 2,30,496	(c) 48,52,640	(c) 35,04,712	1,84,22,964	

Railway Volunteer Corps.

4. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1897:

STATEMENT No. 43.

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway	(a) 1,829	54	160	1,584	1,798	31	14	...	Jamálpur.	(a) Including 339 non-railway employés.
III	Bengal-Nágpur railway	728	29	112	587	728	....	7	...	Nágpur.	
IV	Indian Midland railway—										
	Midland Railway Volunteer Rifles	310	23	47	240	310	...	3	...	Jhánsi.	
XI	North Western State railway—										
	3rd Punjab (North Western State Railway) Volunteer Rifles	1,158	51	129	974	1,154	4	10	1	Lahore.	
XIII	Oudh and Rohilkhand State railway—										
	Oudh Volunteer Rifles	220	11	29	176	216	4	3	...	Lucknow.	
	Oudh Volunteer Rifles (Reserve)	15	1	...	14	15	...	...	...	Lucknow.	
	Rohilkhand Volunteer Rifles	90	1	7	82	90	...	1	...	Bareilly.	
	Gházipur Volunteer Rifles	1	...	...	1	1	...	...	...	Benares.	
	Cawnpore Volunteer Rifles	2	...	...	2	2	...	...	...	Cawnpore.	
	Oudh Light Horse	3	...	1	2	3	...	...	...	Lucknow.	
	Carried over	4,356	170	485	3,662	4,317	39	38	1		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1897.

STATEMENT No. 43—*contd.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-Quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward .	4,356	170	485	3,662	4,317	39	38	1		
XIV	Eastern Bengal State railway—										
	Active	(*a*) 565	21	64	459	544	21	3	...	Sealdah.	(*a*) Including 115 non-railway employés, of whom 16 are non-efficient.
	Reserve	(*b*) 25	1	2	21	24	1	...	...	Serajganj.	(*b*) Non-railway employés.
XVIII	Great Indian Peninsula railway .	990	30	165	792	987	3	10	2	Bombay.	
XIX	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	(*c*) 623	23	76	513	612	(*c*) 11	5	1	Bombay.	(*c*) Including 27 reservists, of whom 3 are non-efficient.
XX	Madras railway	983	26	98	644	768	215	9	2	Parambúr.	
XXXII	The Nizams Guaranteed state railway—										
	Hyderabad Volunteer Rifles .	192	5	27	136	168	24	1	...	Secunderabad.	
XXXVIII	Bengal and North-Western railway (*d*)—										(*d*) Including the Tirhoot section.
	D Company	49	2	5	42	49	...	1	...	Sonepore.	
	E Company	(*e*) 93	6	9	78	93	...	1	...	Gorakhpur.	(*e*) Including 18 non-railway employés.
	F Company	106	3	10	92	105	1	1	...	Samastipur.	
	G Company	(*f*) 40	3	4	33	40	...	(*g*)	...	Gonda.	(*f*) Including 11 non-railway employés. (*g*) One Sergeant-Instructor performs the work of both E and G companies.
	Gorakhpur Light Horse . .	17	1	1	12	14	3	1	...	Gorakhpur.	
XL	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . .	929	35	115	771	921	8	10	...	Ajmere.	
	Carried over .	8,968	326	1,061	7,255	8,642	326	80	6		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1897.

STATEMENT No. 43—*concld.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward . .	8,968	326	1,061	7,255	8,642	326	80	6		
XLII	Southern Mahratta railway. .	695	17	64	606	687	8	5	...	Hubli.	
XLV	South Indian railway . . .	(a) 754	16	88	600	704	50	7	...	Negapatam.	(a) Including 131 non-railway employés.
XLVIII	Burma railway . . .	615	20	79	516	615	...	8	2	Rangoon.	
LII	Rohilkund and Kumaon railway (Company's section)—										
	Rohilkund Volunteer Rifles.	39	2	1	36	39	...	...	1	Bareilly.	
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles "F" Company.	85	3	9	72	84	1	1	...	Jetalsar.	
LXXVI	Darjeeling-Himalayan railway—										
	Northern Bengal Mounted Rifles, "A" and "B" Troops.	15	1	2	12	15	...	...	...	Darjeeling.	
LXXXI	Morvi railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles "F" Company.	2	...	...	2	2	...	1	...	Jetalsar.	
	TOTAL.	11,173	385	1,304	9,099	10,788	385	102	9		

5. Statement No. 44 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments made during 1896 on account of thefts.

STATEMENT

Strength and cost of the police force on the standard and metre gauge railways (open

Classification No.	RAILWAY.	Subordinate Officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL	
				Supervision.	Constables and men.
	STANDARD GAUGE.	Average No.	Average No.	Rs.	Rs.
	State lines worked by companies.				
I	EAST INDIAN (*a*)	29	1,542	60,641	1,06,416
III	BENGAL-NÁGPUR	6	282	7,871	20,984
IV	INDIAN MIDLAND (*b*)	27	234	19,126	19,415
VI	GODHRA-RUTLAM-NÁGDÁ	5	37	1,131	4,055
	State lines worked by the State.				
XI	NORTH WESTERN (*c*)	57	1,845	1,025	97,959
XII	HYDERABAD-SHADIPALLI	...	25	...	1,986
XIII	OUDH AND ROHILKHAND (*d*)	...	392	(*e*) 140	26,439
XIV	EASTERN BENGAL (*f*)	62	592	3,890	32,811
XVI	EAST COAST	...	70	...	11,459
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA (*g*)	21	980	34,277	96,737
XIX	BOMBAY, BARODA AND CENTRAL INDIA	49	423	14,198	32,639
XX	MADRAS (*i*)	7	284	12,387	20,686
	Line owned by native state and worked by company.				
XXXII	THE NIZAM'S GUARANTEED STATE (*j*)	26	160	9,593	21,288
	Line owned by native state and worked by state railway agency.				
XXXVI	RÁJPURA-BHÁTINDA	5	46	...	802
	METRE GAUGE.				
	State lines worked by companies.				
XXXVIII	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	5	366	10,225	26,624
	COMPANY'S SECTION				
XL	RAJPUTANA-MALWA (*k*)	137	663	44,766	75,563
XLII	SOUTHERN MAHRATTA (*l*)	10	579	12,950	49,501
XLV	SOUTH INDIAN (*m*)	...	225	...	(*n*) 41,443
XLVII	ASSAM-BENGAL	...	35	1,018	2,706
XLVIII	BURMA (*o*)	45	423	...	25,397
	Assisted companies.				
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*p*)	11	127	...	
LIII	BENGAL DOOARS	...	8	...	1,061
	Line owned and worked by native state.				
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*q*)	20	120	...	...
	TOTAL STANDARD AND METRE GAUGES	522	9,458	2,33,238	7,15,976

* Based on figures given

No. 44.

lines) and the amount of compensation payments due to thefts for the year 1896.

COST BORNE BY THE RAILWAY.*							
Contingencies.	Total cost of force to the railway.	Cost of force to the railway per mean mile worked.	Compensation payments due to thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Mean mileage worked during the year (see also statement No. 32, pages 138—141).	Classification No.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
24,722	1,91,779	99·91	4,150	1	1,919·45	I	(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
2,253	31,108	36·07	547	...	862·33	III	
2,671	41,212	43·77	...	...	941·53	IV	(*b*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways.
280	5,466	41·51	...	...	131·69	VI	
6,764	1,05,748	41·09	567	...	2,573·67	XI	(*c*) Including the Jammu and Kashmir railway (Native state section.)
...	1,986	33·71	...	...	58·91	XII	
1,198	27,777	34·75	2,548	3	801·10	XIII	(*d*) Including the Cawnpore-Burhwal (metre gauge link.)
206	36,907	39·30	5,475	4	939·15	XIV	(*e*) Represents pay of one clerk.
2,913	14,372	29·70	...	...	483·87	XVI	(*f*) Including the Bengal Central railway and the metre gauge sections of the Eastern Bengal State railway.
11,105	(*h*) 1,42,119	95·36	2,068	1	1,490·35	XVIII	(*g*) Including the Wardha Coal, the Dhond-Manmád, and the Khámgaon and Amráoti railways.
4,020	50,857	110 34	2,482	2	460·90	XIX	(*h*) The cost shown against this railway represents $\frac{7}{10}$ths of the total cost of the police force.
5,435	38,508	44·96	1,479	2	856·47	XX	(*i*) Including the Madras-Ennúr section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
1,187	32,068	90·44	...	...	354·70	XXXII	(*j*) Including the Bezwada extension (East Coast State railway).
...	802	7·43	20	...	107·94	XXXVI	
2,442	39,291	51·67	936	1	760·47	XXXVIII	
4,948	1,25,277	72·36	4,131	3	(*k*) 1,731·42	XL	(*k*) Including the Pálanpur-Deesa railway, and 40·21 miles (Mehsana-Viramgam section) of the Gaekwar's Mehsán railway).
6,343	68,794	44·21	784	1	1,556·20	XLII	(*l*) Including the Guntakal-Mysore frontier, the Mysore section, (Southern Mahratta), the Yesvantpur-Mysore frontier, the Mysore-Nanjangód, and the Kolhápur railways.
...	41,448	37·56	842	1	1,103·38	XLV	(*m*) Including the Máyavaram-Mutúpet and the Pondicherry railways.
539	4,263	25·28	...	...	168·61	XLVII	(*n*) Including Rs. 28,684 being cost of Government supervision.
...	25,397	29·13	974	1	871·63	XLVIII	(*o*) The working of this line has been transferred to a company from the 1st September 1896.
...	16,629	59·51	169	1	279·42	LII	(*p*) Including the Lucknow-Bareilly section.
14	1,075	29·53	...	...	36·40	LIII	
...	(*r*) 24,697	65·05	342	1	379·69	LXVIII	(*q*) Including the Jetalsar-Rájkot railway. (*r*) Figures taken from the Revenue Accounts, which include Rs. 7,226 on account of railway magisterial charges.
77,040	10,67,580	56·58	27,514	...	18,869·28		

in the Revenue Accounts.

CHAPTER XIII.

Rolling-Stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways, and the work obtained from each during the year 1896:

STATEMENT No. 45.

Classification No.	RAILWAY.	Number of locomotives on the line on 31st December 1895.	Number added during 1896.	Average number of locomotives in use during 1896.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN (*a*) . . .	596	...	589	14,379,531	24,413	66·70	(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
III	BENGAL-NAGPUR . . .	111	7	114	1,760,976	15,447	42·21	
IV	INDIAN MIDLAND (*b*) . .	111	...	111	1,812,525	16,329	44·61	(*b*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways.
	State lines worked by the State.							
XI	NORTH WESTERN (*c*) . .	589	13	568	9,532,313	16,777	45·84	(*c*) Including the Hyderabad Shadipalli and the Rájpura Bhátinda railways, and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
XIII	OUDH AND ROHILKHAND .	166	...	162	2,910,404	17,932	49·00	
XIV	EASTERN BENGAL (*d*) . .	109	8	106	2,847,786	26,866	73·40	(*d*) Including the Bengal Central railway.
XVI	EAST COAST	43	14	57	996,631	10,422	59·60	
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA (*e*).	605	...	605	10,256,057	16,952	46·32	(*e*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*f*) . .	162	3	166	3,284,135	19,785	54·06	(*f*) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gaekwar's Petlád railways.
XX	MADRAS (*g*)	166	...	166	3,021,989	18,205	49·74	(*g*) Including the Madras-Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
	Line owned by native state and worked by company.							
XXXII	THE NIZAM'S GUARANTEED STATE (*h*) . .	50	...	50	891,734	17,835	48·73	(*h*) Including the Bezwada extension (East Coast State railway), also 3·10 miles of line worked over twice by each train.

*This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 45—*concld.*

Classification No.	RAILWAY.	Number of locomotives on the line on 31st December 1896.	Number added during 1896.	Average number of locomotives in use during 1896.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
	METER GAUGE.	No.	No.	No.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
XXXVIII	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . .	105	5	101	2,129,226	19,357	52·89	
	COMPANY'S SECTION . .							
XL	RAJPUTANA-MALWA (*a*) .	446	(*b*)—5	442	6,273,953	14,179	38·74	(*a*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways. (*b*) One added but 6 withdrawn during 1896.
XLII	SOUTHERN MAHRATTA (*c*) .	(*d*) 220	—1	213	4,019,595	18,871	51·56	(*c*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways. (*d*) Excluding the tender of a condemned engine.
XLV	SOUTH INDIAN (*e*) . .	204	...	202	4,118,702	20,339	55·57	(*e*) Including the Máyavaram-Mutupet and the Pondicherry railways.
XLVII	ASSAM-BENGAL . . .	22	22	25	330,671	13,227	36·14	
XLVIII	BURMA†	139	6	127	2,857,000	22,408	61·22	
	State line worked by the State.							
XLIX	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2′ 6″ gauge, branch) . . .	79	...	67	1,875,963	27,879	76·17	
	DACCA SECTION . . .	12	...	10	226,147	22,592	61·73	
	Assisted company.							
LII	ROHILKUND AND KUMAON (Company's section) (*f*) .	27	...	26	552,187	21,238	58·03	(*f*) Including the Lucknow-Bareilly section.
	Lines owned and worked by native states.							
LXVI	JODHPORE-BIKANEER . .	17	...	17	381,467	22,439	61·31	
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*g*) .	33	...	33	635,787	19,868	54·29	(*g*) Including the Jetalsar-Rájkot railway.

2. Statement No. 46 on the four following pages shows the number of engines and vehicles on the list on the 31st December 1896, and the number of miles run by trains during 1896.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.
† The working of this line has been transferred to a company from the 1st September 1896.

STATEMENT

Engines and vehicles on the list on the 31st December 1896, and the number of miles travelled by

Classification No.	RAILWAY.	Mean mileage worked. (From statement No. 32, pages 138—141.)	NUMBER OF ENGINES AND CARRIAGES.						
			Engines.	1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	STANDARD GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.								
I	EAST INDIAN (*a*)	1,919·45	596	76	88	73	673	169	1,079
III	BENGAL-NÁGPUR	862·33	118	8	15	8	181	41	253
IV	INDIAN MIDLAND (*b*)	941·53	111	27	22	...	220	57	326
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·11)	...	...	...	...	Worked by the Indian Midland		
VI	GODHRA-RUTLAM-NÁGDÁ	(131·69)	...	...	Worked by the Bombay, Baroda and Central India				
VII	WARDHA COAL	(44·88)	...	...	...	Worked by the Great Indian Peninsula			
VIII	DHOND-MANMÁD	(145·44)							
IX	BEZWADA EXTENSION (EAST COAST STATE)	(20·58)	...	...	...	Worked by the Nizam's Guaranteed State railway			
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	(7·25)	...	...	...	...	Worked by the Madras railway		
	TOTAL	3,723·31	825	111	125	81	1,074	267	1,658
	State lines worked by the State.								
XI	NORTH WESTERN (*c*)	2,740·52	602	93	84	98	817	213	1,305
XII	HYDERABAD-SHADIPALLI	(58·91)	...	...	...	Worked by the North Western State railway			
XIII	OUDH AND ROHILKHAND	797·51	166	41	27	22	260	96	446
XIV	EASTERN BENGAL (*d*)	374·76	117	15	12	56	181	95	359
	BENGAL CENTRAL	(125·01)	...	...	...	Worked by the Eastern Bengal State			
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8	...	...	...	...	...	...
XVI	EAST COAST	(*e*) 483·87	57	15	15	...	163	23	216
	TOTAL	4,405·19	950	164	138	176	1,421	427	2,326
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (*g*)	1,490·35	605	90	155	...	555	90	890
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*h*)	622·04	165	26	41	22	259	62	410
XX	MADRAS (*i*)	856·47	166	34	70	...	385	51	540
	TOTAL	2,968·86	936	150	266	22	1,199	203	1,840
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA	(160·93)	...	...	...	...	Worked by the East Indian		
XXII	TARKESSUR	(22·23)							
	TOTAL	(183·16)	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.								
XXVII	KHÁMGAON	(7·55)	...	...	...	...	Worked by the Great Indian		
XXVIII	AMBÁOTI	(5·44)							
XXIX	BÍNA-GOONA	(71·74)	...	...	...	...	Worked by the Indian Mid		
XXX	BHOPAL-UJJAIN	(113·52)							
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44·28)							
XXXII	THE NIZAM'S GUARANTEED STATE (*j*)	354·70	50	16	8	...	48	20	92
XXXIII	NÁGDÁ-UJJAIN	(16·10)	...	...	...	...	Worked by the Bombay, Baroda and		
XXXIV	THE GAEKWAR'S PETLÁD	(13·35)							
XXXV	KOLAR GOLD-FIELDS	(10·00)	...	...	...	...	Worked by the Madras railway		
	TOTAL	354·70	50	16	8	...	48	20	92
	Lines owned by native states and worked by state railway agency.								
XXVI	RÁJPURA-BHÁTINDA	(107·94)	...	...	...	Worked by the North Western State railway			
XXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15·92)							
	TOTAL	(123·86)	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	11,452·06	2,761	441	537	279	3,742	917	5,916

NOTE.—The mileages shown within brackets

No. 46.

trains on the standard and metre gauge railways, during the year ending with the 31st December 1896.

VEHICLES.			NUMBER OF TRAIN-MILES RUN.						
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage.)	Goods (including goods proportion of mixed and light train-mileage.)	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.	Classification No.	REMARKS.
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
185	9,961	341	4,835,680	7,171,897	4,308,080	12,007,577	6,255·74	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
40	3,407	123	504,487	1,067,530	1,203,312	1,572,017	1,822·99	III	
46	2,059	126	765,990	838,593	711,025	1,604,583	1,704·23	IV	(b) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
railway	...	...	...	...	...	...	...	V	
railway	...	...	...	...	...	...	...	VI	
railway	...	...	...	...	...	...	...	VII VIII	
railway	...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	...	X	
271	15,427	590	6,106,157	9,078,020	6,222,417	15,184,177	4,078·14		
293	10,266	523	3,711,339	4,732,169	3,189,385	8,443,508	3,080·99	XI	(c) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
...	...	...	...	...	...	...	...	XII	
71	4,857	132	1,092,997	1,346,230	1,650,600	2,439,227	3,051·47	XIII	
106	2,107	67	1,107,328	1,038,516	639,042	2,145,839	5,725·90	XIV	(d) Including the Bengal Central railway.
railway	...	...	...	...	...	...	...		
...	372	...	Information not available.			...	...	XV	(e) Excluding 2·99 miles of metre gauge line worked over by the Southern Mahratta railway.
15	1,214	65	355,573	537,538	542,792	893,111	1,845·75	XVI	
485	18,316	787	6,267,232	7,654,453	6,021,819	13,921,685	(f)3,166·42		(f) Excluding the Calcutta Port Commissioners' railway.
246	7,816	650	3,941,324	5,059,609	1,377,561	9,000,933	6,039·47	XVIII	(g) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
37	4,216	94	1,428,097	1,407,279	620,847	2,835,376	4,558·19	XIX	(h) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain, and the Gaekwar's Petlád railways.
103	2,917	175	1,311,454	1,233,191	1,878,706	2,544,645	2,971·08	XX	(i) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.
386	14,949	919	6,680,875	7,700,079	3,877,114	14,380,954	4,843·93		
railway	...	...	...	...	...	...	...	XXI XXII	
...	...	...	...	...	...	...	...		
Peninsula railway		...	...	...	...	...	...	XXVII XXVIII	
land railway		...	...	...	...	...	...	XXIX XXX XXXI	
20	832	41	231,462	546,404	463,166	777,866	2,193·03	XXXII	(j) Including the Bezwada extension (East Coast State), also 3·10 miles of line worked over twice by each train.
Central India railway		...	...	...	...	...	...	XXXIII XXXIV	
...	...	...	...	...	...	...	...	XXXV	
20	832	41	231,462	546,404	463,166	777,866	2,193·03		
...	...	...	...	...	...	...	...	XXXVI XXXVII	
...	...	...	...	...	...	...	...		
1,162	49,524	2,337	19,285,726	24,978,956	16,084,516	44,264,682	(f)3,868·10		

are not included in the totals, as they are included with the mileages of the home lines.

STATEMENT

Engines and vehicles on the list on the 31st December 1896, and the number of miles travelled by trains

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, pages 138—141.)	NUMBER OF ENGINES	CARRIAGES.					
			Engines.	1st class	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	METRE GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.								
XXXVIII	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . . . . COMPANY'S SECTION	760·47	110	37	12	...	240	69	358
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(213·50)	...	...	Worked	by the Ro	hilkund	and Kuma	on railway
XL	RAJPUTANA-MALWA (*a*)	1844·19	441	130	95	50	770	102	1,147
XLI	PÁLANPUR-DEESA	(17·28)	...	...	...	Worked by	the Raj	putana-Mal	wa railway
XLII	SOUTHERN MAHRATTA (*b*) . . .	1,556·20	(*c*) 219	19	41	...	482	90	632
XLIII	GUNTAKAL-MYSORE FRONTIER . . .	(119·50)	...	...	...	Worked	by the	Southern	Mahratta
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)	(296·00)							
XLV	SOUTH INDIAN (*d*)	1,103·38	204	19	44	...	631	66	760
XLVI	MÁYAVARAM-MUTUPET	(53·99)	...	...	...	...	Worked	by the So	uth Indian
XLVII	ASSAM-BENGAL	168·61	44	1	...	...	44	16	61
XLVIII	BURMA (*e*)	871·63	145	34	48	...	361	60	503
	TOTAL .	6,304·48	1,163	240	240	50	2,528	403	3,461
	State line worked by the State.								
XLIX	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	79	10	10	32	156	46	264
	DACCA SECTION	85·92	12	4	4	2	30	16	56
	TOTAL .	564·39	91	14	14	34	186	62	310
	Assisted companies.								
LI	DEOGHUR	4·79	3	...	...	...	8	2	10
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*g*)	279·42	27	11	3	3	94	21	132
LIII	BENGAL DOOARS	36·40	4	...	...	...	13	5	18
LIV	DIBRU-SADIYA	77·50	18	...	...	...	25	8	33
	TOTAL .	398·11	52	11	3	3	140	36	193
	Lines owned by native states and worked by companies.								
LX	THE GAEKWAR'S MEHSÁNA . . .	(92·63)	Worked	by the	Rajputana	Malwa	railway	...	...
LXI	KOLHÁPUR	(29·07)							
LXII	YESVANTPUR-MYSORE FRONTIER . .	(51·35)	...	Worked	by the	Southern	Mahratta	railway	...
LXIII	MYSORE-NANJANGÚD	(15·25)							
	TOTAL .	(188·30)	...	...	...	...	...	...	...
	Lines owned and worked by native states.								
LXVI	JODHPORE-BICKANEER— JODHPORE SECTION	364·00	17	7	2	...	48	6	63
	BICKANEER SECTION								
LXVII	OODEYPORE-CHITOR	(60·35)	...	...	...	Worked	by the	Rajputana	Malwa
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*f*)	379·69	33	22	9	...	128	21	180
LXIX	JETALSAR-RÁJKOT	(46·23)	...	...	...	Worked	by the	Bhávnagar	Gonda!
	TOTAL .	743·69	50	29	11	...	176	27	243
	Foreign lines.								
LXXI	WEST OF INDIA PORTUGUESE . . .	51·00	12	2	2	...	16	3	23
LXXII	PONDICHERRY	(7·80)	...	...	...	Worked	by the	South	Indian
	TOTAL .	51·00	12	2	2	...	16	3	23
	TOTAL METRE GAUGE .	(*f*) 8,061·67	1,368	296	270	87	3,046	531	4,230

NOTE.—The mileages shown within brackets

No. 46—*concld.*

on the standard and metre gauge railways, during the year ending with the 31st December 1896—concld.

AND VEHICLES.			NUMBER OF TRAIN-MILES RUN.					Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
26	2,899	78	744,678	1,042,667	1,489,075	1,787,345	2,350·32	XXXVIII	
(company's	section)	...	...	...	...	...	...	XXXIX	
169	7,101	282	2,334,999	3,096,492	2,678,317	5,431,491	2,945·19	XL	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
...	...	...	...	...	...	...	...	XLI	
83	4,684	188	1,400,093	2,312,065	2,716,277	3,712,158	2,385·40	XLII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
railway	...	...	...	...	...	...	...	XLIII XLIV	(c) Excluding the tender of a condemned engine.
184	3,323	66	1,659,651	1,838,323	1,298,136	3,497,974	3,170·24	XLV	(d) Including the Máyavaram-Mutupet and the Pondicherry railways.
railway	...	...	...	...	...	...	...	XLVI	
25	942	30	98,601	166,248	169,238	264,849	1,570·78	XLVII	
109	3,465	136	1,050,601	1,427,226	1,319,446	2,477,827	2,842·75	XLVIII	(e) The working of this line has been transferred to a Company from the 1st September 1896.
546	22,414	780	7,288,623	9,883,021	9,670,489	17,171,644	2,723·72		
63	1,958	49	618,204	918,693	761,308	1,536,897	3,212·11	XLIX	
11	246	10	120,714	57,524	156,907	178,238	2,074·46		
74	2,204	59	738,918	976,217	918,215	1,715,135	3,038·92		
...	8	2	...	...	...	(f) 12,184	2,543·63	LI	(f) Cannot be apportioned between coaching and goods.
16	659	27	168,962	292,545	368,530	461,507	1,651·66	LII	(g) Including the Lucknow-Bareilly section.
1	(h) 81	5	21,507	24,878	36,043	46,385	1,274·31	LIII	(h) Including one dummy truck attached to travelling crane.
7	800	18	38,129	150,791	114,388	188,920	2,437·68	LIV	
24	1,548	52	228,598	468,214	518,961	708,996	1,780·90		
...	...	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	...	LXI LXII LXIII	
...	...	...	...	...	...	...	...		
6	220	12	159,534	199,274	314,165	358,808	985·74	LXVI	
railway	...	...	...	...	...	...	...	LXVII	
10	892	37	317,008	278,078	341,603	595,086	1,567·29	LXVIII	(i) Including the Jetalsar-Rájkot railway.
Junágarh	Porbandar	railway	...	...	...	...	...	LXIX	
16	1,112	49	476,542	477,352	655,768	953,894	1,282·65		
1	146	13	32,865	39,605	42,688	72,470	1,420·99	LXXI	
railway	...	...	...	...	...	...	...	LXXII	
1	146	13	32,865	39,605	42,688	72,470	1,420·99		(j) Excluding the Cawnpore-Burhwal railway (metre gauge link) for which no separate rolling-stock has been provided.
661	27,424	953	8,765,546	11,844,409	11,806,121	20,622,139	2,558·05		

are not included in the totals, as they are included with the mileages of the home lines.

CHAPTER XIV.

Flood damages.

General remarks.

Owing to the practical failure of the monsoons, the flood damages that occurred in 1896 were neither very formidable nor widespread. Heavy rainfall, however, took place in the districts served by the Great Indian Peninsula, Madras, and South Indian railways and caused considerable damage to those lines.

The following paragraphs furnish a brief description of the principal floods which occurred during the year and of the damage to the several railways concerned.

Bengal-Nágpur Railway (standard gauge).

2. On the 22nd July, owing to exceptionally heavy rain, a serious slip occurred in the cutting at mile 484 at the west end of the Saranda tunnel. Through communication was interrupted for 5 days, necessitating the transhipment of passengers.

On the 23rd July, owing to heavy rainfall, the bank at mile 12½ on the Sambalpur branch line suddenly subsided while No. 81 down mixed train was passing over the place, causing the derailment of the engine and seven vehicles. Through traffic was suspended for two days. None of the passengers were injured.

Bezwada extension (East Coast State Railway) (standard gauge).

3. On the 6th August, the Kistna river overflowed its banks about seven miles above the Bezwada anicut, flooding the country and submerging the line for several miles between Kondapalli and Bezwada stations. After the water subsided, it was found that ten considerable breaches had been made, and that a girder bridge of 3 spans of 20 feet at mile 333¾ had collapsed entirely, the masonry and girders being partially covered over with silt in the gap where the bridge formerly stood. Through communication was restored on the 26th August.

North Western State Railway system (standard gauge).

4. There were no heavy floods on the main line section in 1896, and damages from this cause occurred only on the Wazirabad-Lyallpur branch as noted below:

On the 2nd June, the line between Salar Wala and Chiniot Road stations was breached in several places by a heavy rainfall, and traffic and telegraph communication was interrupted for two days.

On the 3rd June, the line between Chhinanwan and Mansúrwáli was breached in several places by the Chenab Canal overflowing and bursting its banks after a heavy shower of rain. The line was again made passable for trains on the 5th June.

On the Sind-Pishin section on the 25th June, a very heavy local storm occurred 4 miles from Bostán towards Khanai and the line for a length of 3½ miles narrowly escaped being entirely carried away by the floods. Breaches were formed on each side of the 5-foot span bridge at mile 583¼ and the flood water topped the bank for about 1,000 feet from mile 584¾ to mile 585.

On the 27th November, a very heavy slip took place in the deep cutting at mile $\frac{570}{8}$ near Fuller's Camp caused by heavy continuous rainfall for two days. All goods traffic was suspended, and passengers and mails had to be transhipped for five days. The Mushkaf-Bolán railway was opened for both goods and passenger traffic as a temporary measure, while the block lasted.

Eastern Bengal State Railway system (standard, metre and special gauges).

5. On the 11th August, owing to a flood down the Kosi spill channel at mile 264 on the Behar section, the line was breached for about 180 feet, the depth varying from about 12 to 24 feet. The water overtopped the embankment for about 15 chains. Transhipment was arranged, but no prompt measures to close the gap were practicable, and the breach was not filled up and through traffic resumed till the 23rd November.

Great Indian Peninsula Railway system (standard gauge).

6. Owing to heavy rain on the 24th and 25th July, the North-East line was breached at mileages 206 and 221. Single line working was established on the 26th; and double line working resumed at the former mileage on the 27th and at the latter mileage on the 31st July. The damage at mileage 221 was due to the enormous flood in the Tetoor nullah (crossed by a bridge of 12-40 feet arches at mileage 220/145) which runs parallel with the line for some distance. The four villages alongside the nullah were all more or less destroyed by the flood, and the wreckage from them was deposited along the bank west of the bridge.

On the 25th July, the South-East line was breached in several places between mileages 42 and 44 and at mileage 49. Repairs were effected, and single line working was established on the 27th July. The breach at mileage 44 was caused by the accumulation of a large body of storm water on the south side of the line, which eventually overtopped the bank and made its way through it to the river Ulhas on the north side. By the evening of the 28th, the damages had been almost completely repaired, but during the night, rain fell so heavily and continuously that the line was again breached in the same places and greater damages done than on the first occasion. The up line was finally repaired and opened for slow traffic on the afternoon of 31st July, and the down line on the 2nd August.

On the 13th August, the second pier of the bridge of 6 spans of 78 feet girders crossing the Dhudhi river at mileage 522 on the North-East line failed through being under-scoured. A diversion 1,553 yards in length was laid out and put in hand immediately, but on the 27th August, a second very heavy flood occurred, which carried away the incomplete temporary bridge and did extensive damage. Directly the state of the river permitted, a fresh start was made, very nearly the whole of the material was recovered, and on the 7th September the diversion was opened and through traffic restored.

On the night of the 29th August, a flood of enormous volume rose in the neighbourhood of Kalyán and Diva, the level reached by the flood (2½ feet above the rails) being the highest known for 30 years. The Diva bank was partly submerged, and on the east of Kalyán the water rose over the line in many places. When the flood subsided the Valdavi bridge which had been completely submerged was found to be safe and the heavy bank quite uninjured, but the line was breached in two places at mileage 36, about 100 feet of the bank having been carried away.

Bombay, Baroda and Central India Railway system (standard gauge).

7. On the night of the 23rd July, a gap, nearly 1,600 feet in length, was caused by the flood waters and high tide in the Vaiturnee river at bridge No. 90, mileage 43, between Virár and Saphála. Passengers were crossed in boats. The road was restored for trains on the 1st August.

Madras Railway system (standard gauge).

8. On the night of the 29th September, very heavy rain scoured away the ballast for one rail length near points No. 1 at Balaghat station on the Kolar Gold-fields railway. No. 168 mixed train passed over the spot, and the suspended rail broke, and one composite carriage, one third class carriage and the rear brake-van were derailed. No one was injured, but traffic was delayed for about 8 hours.

During the night of the 27th and on the 28th November, the North-West line of the Madras railway between Nagari and Kódúru stations was damaged by floods in several places. The north abutment and part of No. 4 pier of the bridge of 5-47 feet openings at mileage 107/10, and the north abutment and two piers of the bridge of 3-12 feet openings at mileage 95/2 were swept away, and the embankments behind the abutments scoured out. The flood rose to the bottom of the girders in the former case, and four feet over rail level in the latter case, and was due to continuous heavy rainfall on the Ballapalli Hills. At mileage 87 the flood rose 4 feet over rail level. Traffic was suspended entirely for four days, from the 28th November to the 1st December and through communication was not finally restored until the 5th December.

Rajputana-Malwa Railway (metre gauge).

9. On the 15th July, owing to very heavy rain on the hills west of Baswa station, between Rájgarh and Bandikui, two large tanks adjacent to the line burst their bunds, and the sudden rush of a large volume of water against the banks of the railway breached the line in several places between mileages 125 and 130.

Southern Mahratta Railway system (metre gauge).

10. On the 14th June, owing to heavy rain, the ballast under the sleepers at mile 409 on the main line between Márkapur Road and Gajjalakonda stations was washed away for about 30 feet. The engine of No. 5 up goods train was derailed at the breach and the rolling-stock damaged. Passengers, etc., were transhipped, and the line repaired on the following day.

South Indian Railway (metre gauge).

11. On the 1st and 2nd August, the Coleroon river burst the south flood protection bank in numerous places, and inundated the surrounding country. For about 8 miles between Coleroon and mileage 164/12 the flood water was almost level with the rails, and the line was breached in several places. The first breach occurred at mileage 156/13 within the south distant signal of the Coleroon station where a small girder bridge of 10 feet span was destroyed. The breach in the bank gradually widened to 245 feet and the ground was scoured out to an average of about 25 feet below rail level, the deepest place being 34 feet. Other breaches varying in length from 80 feet to 300 feet were formed at mileages 163/10, 163/13, and 164/3. Traffic was interrupted for 20 days.

Burma Railways (metre gauge).

12. On the 17th July, heavy rain in the Thé Chaung gorge caused the banks between Nankan and Meza to slide in two places, the settlement amounting to nine feet in one case and to five feet in the other. The line was repaired and traffic assumed on the 20th, the passengers being tran-shipped meanwhile.

On the night of the 23rd September, the same banks again slipped and the settlement was so considerable that it was considered advisable to divert the line on to a new alignment which was completed and made ready for the passage of trains on the 13th October.

CHAPTER XV.

Accidents.

Number of persons killed and injured in connection with railway working during 1896.

The following statement shows for each gauge separately, the number of persons killed and injured in connection with railway working during 1896. as compared with the previous year:

STATEMENT No. 47.

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.																								
1896	12	66	40	133	52	199	2	36	117	198	119	234	13	4	226	78	118	3	5	10	362	95	533	528
Previous year .	8	33	59	120	67	153	5	19	112	272	117	291	9	9	222	65	81	4	7	6	319	84	503	528
Metre gauge.																								
1896	12	27	19	58	31	85	4	9	36	71	40	80	13	9	114	48	28	1	4	2	159	60	230	225
Previous year .	...	4	16	53	16	57	6	8	40	81	46	89	4	6	103	50	17	4	2	4	126	64	188	210
Special gauges.																								
1896	...	...	...	...	...	...	...	2	...	4	...	6	...	...	...	1	...	...	...	1	...	2	...	8
Previous year .	...	...	...	1	...	1	...	3	...	7	...	10	...	...	2	2	...	...	...	...	2	2	2	13
Total of all gauges.																								
1896	24	93	59	191	83	284	6	47	153	273	159	320	26	13	340	127	146	4	9	13	521	157	763	761
Previous year .	8	37	75	174	83	211	11	30	152	360	163	390	13	15	327	117	98	8	9	10	447	150	693	751

The following paragraphs give a brief account of the principal accidents which occurred during the year:

East Indian Railway system (standard gauge).

2. On the 27th April, as the up Bombay mail train was running between miles 925 and 926, between Sikandarabad and Dádri stations, an explosion was heard and flames were seen issuing from a carriage towards the rear of the train; signals were at once exhibited and the train was brought to a stand at mile 926¼. When the train was stopped, it was discovered that the 7th and 8th vehicles from the rear, a third class carriage and a postal van, were in flames. Measures were immediately taken to isolate the burning vehicles and to remove the passengers. The accident was due to the explosion of some native bombs, such as are used in the display of fireworks on the occasion of marriage festivals, which had been surreptitiously taken into the compartment adjoining the postal van by a third class passenger. This passenger was killed on the spot, and fourteen others were seriously injured; of the latter, three died before

reaching Gháziabad, and seven more died in hospital at Gháziabad; the four other injured persons recovered. Assistance and medical aid were rendered with all possible promptness. The mails were entirely destroyed.

On the 23rd June, as No. 86 down goods train was entering Hooghly station, it collided with the branch train engine which, owing to the points being incorrectly set, ran on to the down line instead of to its train on the branch platform line. A large number of wagons were derailed and damaged.

On the 14th September, No. 118 down goods train ran through Magra station, but the signals being at danger came to a stand near the up distant signal. The station master seeing the train run through gave the "in" and "out" reports, and No. 116 down goods train then left Khanyan station, and finding the signals lowered, also ran through Magra station and collided with No. 118 down goods train. The rolling-stock was seriously damaged.

On the 20th October, the driver returning from the branch line to the junction station at Salanpore with eleven loaded and five empty vehicles and a brake-van *en route* to Sitarámpur, lost control over his engine, with the result that it ran into the catch siding dead end buffers, and capsizing down a bank, telescoped the tender, four loaded wagons and an empty truck, and derailed two other empty trucks. The rolling-stock was seriously damaged.

Indian Midland Railway system (standard gauge).

3. On the 6th February, five vehicles of No. 4 up mixed train were derailed at mileage 354/8, between Mania and Saiyán stations, owing to a camel having been run over. The permanent-way and rolling-stock were damaged.

North Western State Railway system (standard gauge).

4. On the 3rd January, a serious collision occurred at Phillour station, between No. 3 up passenger train and the in-coming and out-going engines of No. 6 down passenger train, owing to the driver of No. 3 up running into the station against signals. The driver was sentenced to two months' imprisonment. One passenger and six railway servants were injured. The estimated cost of damage to rolling-stock was Rs. 25,400 and to permanent-way Rs. 500.

On the 17th February, No. 13 up stone train collided with No. 8 down goods train at Chiliánwála station, owing to the driver of No. 8 down goods train running against signals. Eleven vehicles were damaged and the guard of No. 8 down goods train was slightly injured.

On the 13th July, No. 1 up mixed train ran over two buffaloes at mile $\frac{35}{20}$, between Tando Alahyar and Mirpur Khás stations. The engine and tender were thrown off the track and ran down the bank, and the three leading wagons, the front brake-van and a third class carriage were derailed. No persons were injured.

On the 15th December, the 4th down ferry train which left Phillour for Ladhowál station was found to be on fire when crossing over the Sutlej bridge between spans 31 and 35. The train was stopped and backed into Phillour. Five railway trucks were badly and two slightly burnt. One cart-man was badly but not dangerously burnt. Seven bullocks were burnt to death. Five carts and their contents were also destroyed.

Oudh and Rohilkhand State Railway (standard gauge).

5. On the 17th January, No. 18 down mail train (Aligarh branch) when passing level-crossing gate No. 51, ran into a bullock cart laden with boxes of liquor, owing to carelessness on the part of the gate-keeper. One bullock was killed, the cart smashed and the boxes of liquor more or less damaged. The second gate-man, who was called to render assistance in removing the cart from the line, was knocked over when the train ran into the cart and died from the effects of the injuries received. The gate-man in fault was sentenced to nine months' rigorous imprisonment.

On the 14th March, No. 23 up mixed train (Bahrámghat branch) was put on the metre-gauge line through carelessness on the part of the line

jemadar. The tender of the engine and six wagons were derailed and four wagons upset. The branch line was blocked for sometime and the derailed vehicles were more or less damaged. The line jemadar in fault was sentenced to two years' rigorous imprisonment.

On the 17th March, the engine of No. 74 down goods (Cawnpore branch) and six vehicles were derailed at mile 38, between Unao and Cawnpore bridge stations, where relaying was going on, owing to the line clear message not having been properly endorsed, and the driver having failed to look out for signals. The line was blocked and trains had to be passed over a temporary diversion. There was considerable damage to the derailed stock and the permanent-way.

On the 14th June, No. 1 up mail train, when passing a level-crossing near Roorkee station, ran into a bullock cart with a man and a boy on it. The boy was killed, the man seriously injured and the cart smashed. The gate-man in fault was sentenced to 15 months' rigorous imprisonment.

Eastern Bengal State Railway system (standard, metre and special gauges).

6. On the 29th January, a collision took place between No. 116 down passenger and No. 129 up goods trains at mile $\frac{3}{3}\frac{2}{3}$, between Nazra and Básúldánga stations, on the Southern section, owing to the carelessness of the assistant station master at Nazra, resulting in considerable damage to the engines and vehicles, and slight injury to a passenger.

On the 8th February, No. 47 up goods train collided with the rear portion of No. 1 up mixed train at Chooadangah station, on the Eastern section, at the south facing points of the station, while the latter was being pulled into the siding. The collision was attended with some injuries to passengers, and heavy damage to rolling-stock. The driver of No. 47 up train was primarily to blame.

On the 25th March, six wagons attached to No. 48 down goods train were derailed at Hálsa station on the Eastern section, due to the pointsman having reversed the points while the train was moving into the siding. Considerable damage was sustained by the rolling-stock, and several trains were detained.

On the 19th October, at Arariyá station on the Behar section, the open goods shed caught fire. Jute drums, valued at about Rs. 25,000 and 92 railway sleepers, valued at Rs. 230, were completely burnt, and the goods shed itself was damaged to the extent of Rs. 400.

On the 17th November, the river side goods shed at Jhikargacha station caught fire and was entirely burnt down with doors, windows and furniture; also all consignments of goods including jute stocked therein and a wagon containing jute.

On the 19th December, the engine tender and fourteen wagons of No. 41 up goods train were derailed at the facing points of Alamdánga station, on the Eastern section. The points had been set for the siding for an up train, and, being negligently left so, were burst open by the next down train. When No. 41 up goods train arrived at the station shortly after, they were still in that condition. All the derailed vehicles sustained slight damages, and the line was blocked for nine hours, causing delay to trains, and rendering transhipment necessary.

East Coast State Railway (standard gauge).

7. On the 8th April, No. 4 down mixed train collided with No. 1 up mixed train at Kadiam station, resulting in the derailment of four wagons of the former train. Eleven passengers and three railway servants received slight injuries. The station master in fault was dismissed the service.

Great Indian Peninsula Railway system (standard gauge).

8. On the 12th February, a collision took place between No. 267 down passenger and No. 252 up transhipment trains at Kopargaon station on the Dhond-Manmád railway, owing to the points being wrongly set. Two passengers and

two railway servants were injured. There was also considerable damage done to the rolling-stock and permanent-way. The assistant station master and muccadum, through whose negligence the accident occurred, were each sentenced to thirty days' simple imprisonment and a fine of Rs. 150; or, in default of payment of the fine, to a further imprisonment of thirty days.

On the 8th June, a collision occurred at mileage 142/19, between Urúli and Yevat stations, between No. 137 down mail train and the rear portion of No. 15 down goods train which had parted, owing to the failure of a coupling. The permanent-way and rolling-stock were damaged. The assistant station master at Yevat station was prosecuted and sentenced to three months' rigorous imprisonment for giving the mail train a line clear before the whole of the goods train arrived at his station; the guard of the goods train was also prosecuted and sentenced to a fine of Rs. 200; or, in default, to undergo twenty-one days' simple imprisonment, for not protecting the rear portion of the goods train left behind, but was acquitted on appeal.

On the 21st August, seventeen wagons, attached to a down pilgrim special mixed train, were derailed at mileage 360, between Dapki and Akola stations, owing to the breakage of an axle of a covered wagon, the metal of which was badly flawed. The rolling-stock and permanent-way were badly damaged. The fracture took place within the wheel seat, and could not be detected by ordinary examination.

On the 9th September, No. 265 down goods train collided with No. 252 up transhipment train (carrying passengers in the brakes only) while being shunted at Samvatsar station, owing to the driver not having his train under proper control, and having run past the distant signal at danger. The rolling-stock was a good deal damaged and the permanent-way slightly. The driver of the down goods was prosecuted and sentenced to pay a fine of Rs. 200; or, in default, to undergo a month's simple imprisonment.

On the 16th December, four loaded wagons, a brake-van and six carriages, attached to No. 211 down mixed train were derailed at mileage 518¾, between Khápri and Nágpur stations, owing to the breakage of a wagon axle, the metal of which was badly flawed. Six native passengers and the guard were injured; one of the passengers subsequently died. The rolling-stock and permanent-way were considerably damaged. The fracture took place within the wheel seat and the flaw thus escaped the notice of the carriage examining staff.

Bombay, Baroda and Central India Railway system (standard gauge).

9. On the 28th September, while No. 14 up passenger train was entering Bhairongarh station, the engine, tender, front brake-van, third class postal van, third class bogie and a composite carriage were derailed at the facing points. No passengers were injured, but 278 lineal feet of permanent-way were damaged and the brake and postal van were smashed.

Madras Railway system (standard gauge).

10. On the 19th July, while No. 29 mixed train, consisting of a four-wheel coupled engine and tender, twenty-eight goods wagons (mostly loaded) and ten coaching vehicles, was passing over the east outermost points at Lakkiti station, the engine, tender, and seven loaded wagons were derailed. The engine was slightly and the tender badly damaged; and the seven wagons were completely wrecked. The permanent-way was also much damaged. The derailment was due to the worn flange of the leading wheel of the engine mounting the switch.

On the 23rd July, owing to a hidden flaw, an iron rail on the inner side of the curve at 144/12 mile on the Kuppam Ghât, Bangalore branch, broke under No. 50 mixed train and derailed a pair of wheels of the 6th vehicle from the end of the train. On reaching the 12-feet girder opening at 144/8 mile, the derailed vehicle tore up the permanent-way and thus caused the derailment of a covered goods wagon, a brake-van and two third class carriages. The rolling-stock and permanent-way suffered considerable damage.

On the 6th August, the driver of No. 17 mixed train lost control of his train at 178 mile on the bank to the east of Mallápuram station at 180/6 mile, South-west line, and the train ran through the station and into the catch siding at a speed of about 35 miles an hour. The engine and twenty-two vehicles were badly derailed, twenty of the wagons being wrecked.

Rajputana-Malwa Railway system (*metre gauge*).

11. On the 21st January, the engine, tender and five wagons of No. 55 up mixed mail train were derailed at mile 347-3, between Barwaha and Mukhtiára stations. The rolling-stock and permanent-way were seriously damaged.

On the 24th July, a collision took place between No. 2 down mail train and a shunting engine at the entrance of the Rajputana-Malwa railway goods yard at Delhi station, and three vehicles of the mail train were completely wrecked, two others damaged, and two derailed. Thirteen people were either killed or died shortly afterwards, including the second guard of the train, and twenty-one were wounded; the driver and head guard also received contusions.

Southern Mahratta Railway system (*metre gauge*).

12. On the 11th March, while No. 111 up mixed train was entering Gárladinne station, the engine and the first eight wagons were derailed at the south facing points, owing to the points, which were not locked, having been reversed between the second and the third vehicles from the engine. Both rolling-stock and permanent-way were considerably damaged.

On the 17th March, a wagon attached to No. 2 down goods train was derailed at mile 99/11½, between Annigeri and Halkoti stations, and was dragged to the bridge at mile 99/21, owing to the breakage of a defective spring plate of the vehicle when the train was running at an excessive speed. The wagon was thrown over into the Nulla and the line cleared. Rolling-stock and permanent-way were considerably damaged.

On the 19th March, a coupled engine, which was running from Maddur station, collided with No. 61 up goods train standing on the second line foul of the crossing with the third line at Bangalore City station, which resulted in the derailment of two covered goods wagons attached to the train. The accident was due to the driver of the light engine having disregarded and passed all signals that were against him. The engine and the derailed wagons were much damaged. The driver in fault was prosecuted and sentenced to undergo one month's rigorous imprisonment.

On the 20th March, whilst an up special goods train was entering Amargol station, four wagons attached thereto were derailed at the east facing points, owing to irregular working of the points. Rolling-stock and permanent-way were considerably damaged. The assistant station master and the pointsman were prosecuted. The former was sentenced to pay a fine of Rs. 15 and the latter to one month's imprisonment.

On the 13th July, the tender of the engine and seven wagons attached to No. 1 up goods train were derailed at Malliyala station. The derailment was due to the points having been reversed after the engine tender and a wagon had passed over them. Rolling-stock and permanent-way were badly damaged. The station master and the pointsman were suitably punished.

On the 14th July, a collision took place at Belgaum station between Nos. 33 up and 44 down mixed trains. The driver of the up train and the second fireman of the down train and the shunting porter were slightly injured. Rolling-stock and permanent-way were damaged. The driver of the down train and the assistant station master were prosecuted, the former for running his train past the distant signal while set against him and at an excessive speed, and the latter for directing shunting to be continued at that end of the yard at which he knew that No. 44 down train was about to arrive. The driver was fined Rs. 150 and the assistant station master Rs. 75.

On the 15th September, eight wagons, one 3rd class brake and a road van attached to No. 3 up mixed train were derailed and four of them capsized

at mile 41/2, between Alnávar and Kambárganvi stations, owing to the breakage of a spring in one of the wagons, due to a flaw in the metal. The brakesman of the train sustained slight injury. Rolling-stock and permanent-way were damaged.

On the 13th October, the engine of No. 9 up mixed train ran down the slope of the bank (about 3 feet high) at mile 90-23, between Annigeri and Dundúr stations, and stuck in a half-capsized state in the black soil, while thirteen vehicles were derailed, owing to the spikes for 1½ rails and fish plates for two joints having been removed by three gang coolies. The culprits were prosecuted and sentenced to three years' rigorous imprisonment each. Rolling-stock was considerably damaged.

On the 28th October, a very serious and fatal accident occurred at Phursangi station. No. 43 up goods train, consisting of an engine, water-truck and forty-six vehicles, had come to a stand at Álandi station, the five rear vehicles being on a falling grade of 1 in 100. While the engine was shunting off the water-truck, the remainder of the train escaped and ran back to Phursangi station, colliding with a down special train standing on the main line at that station. The chief guard of the down special sustained serious injuries from the effects of which he subsequently expired. Rolling-stock was considerably damaged. The staff to blame were dismissed.

South Indian Railway system (metre gauge).

13. On the 28th November, two mixed trains collided at mileage B.306/1—2, owing to one of them having been started on a false line clear. Both engines, nine coaching and four goods vehicles were seriously damaged. No passengers were injured.

Burma Railways (metre gauge).

14. On the 6th February, seven wagons attached to an up goods train were derailed near Kanyutkwin station, owing to the breakage of an axle of a small covered goods wagon. The wagons and the permanent-way were more or less damaged.

On the 30th July, six goods wagons attached to No. 10 down mixed train were derailed at mile $\frac{7}{16}$ (Irrawaddy section), owing to the breakage of the left hand trailing axle of a loaded long covered goods wagon. The permanent-way was considerably damaged and the traffic suspended for some time.

Bengal Dooars Railway (metre gauge).

15. On the 20th March, four third class carriages, one brakevan, two wagons and one truck, attached to No. 1 up mail train, were derailed at mile 27, between Mal-Bazaar and Dam-Dim stations, owing to the breaking of an axle-box of a truck loaded with a heavy boiler. Permanent-way and rolling-stock were damaged.

Dibru-Sadiya Railway (metre gauge).

16. On the 3rd January, two high-sided and four covered goods empty wagons, attached to No. 12 down mixed train, were derailed and damaged at Dibrugarh station near the down distant signal, due to the flange of the tyre of high-sided wagon No. 332 being worn sharp and having mounted on the tongue rail of a set of points newly laid.

Darjeeling-Himalayan Railway (special gauge).

17. On the 27th November, the engine of No. 12 down mixed train collided with the engine of No. 25 up goods train, resulting in damage to buffers of both engines, also to one truck and one Clemenson car.

Total number of accidents to trains, rolling-stock, etc.

18. The statement on pages 220 and 221 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1896, and the

casualties resulting therefrom, as compared with the preceding year, the results for each gauge being shown separately.

Statistical results.

19. The statistical results for the year under review are summarised in the following table:

Particulars.		1896.				Previous year.			
		Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked	Miles	11,447	8,011	266	19,724	11,073	7,761	266	19,100
Train-mileage run	Miles	44,264,682	20,549,669	476,365	65,290,716	44,890,493	20,436,880	438,365	65,765,738
Number of passengers carried	No.	103,326,920	56,232,011	1,009,132	160,567,063	97,277,012	54,631,242	916,918	152,825,172
Number of passenger units carried one mile	No.	4,301,967,166	2,095,007,511	26,856,102	6,423,830,779	4,083,131,730	2,060,843,056	24,770,696	6,168,745,482
Number of accidents per 100,000 train-miles run	No.	6	10	15	7	5	10	14	7
Proportion of passengers killed by accidents to trains (*vide* statement No. 47) to number carried	No.	1 in 8,610,577	1 in 4,686,001	...	1 in 6,690,294	1 in 12,159,626	...	...	1 in 19,103,146
Proportion of passengers injured by accidents to trains (*vide* statement No. 47) to number carried	No.	1 in 1,565,559	1 in 2,082,667	...	1 in 1,726,528	1 in 2,779,243	1 in 13,657,810	...	1 in 3,918,594
Proportion of passengers killed from all causes (*vide* statement No. 47) to number carried	No.	1 in 1,987,056	1 in 1,813,936	...	1 in 1,934,544	1 in 1,409,812	1 in 3,642,083	...	1 in 1,819,347
Proportion of passengers injured from all causes (*vide* statement No. 47) to number carried	No.	1 in 519,231	1 in 661,553	...	1 in 565,377	1 in 631,669	1 in 975,557	1 in 916,918	1 in 724,290
Proportion of passengers killed and injured from all causes (*vide* statement No. 47) to number carried	No.	1 in 411,661	1 in 484,759	...	1 in 437,512	1 in 436,220	1 in 769,454	1 in 916,918	1 in 518,051
Proportion of passengers killed and injured from all causes (*vide* statement No. 47) to number of passenger units carried one mile	No.	1 in 17,139,311	1 in 18,060,410	...	1 in 17,503,626	1 in 18,310,009	1 in 29,025,958	1 in 24,770,696	1 in 20,911,002

It will be noticed that there were 7 accidents for every 100,000 train-miles run, the number being the same as in the previous year.

As compared with the previous year, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in $6\frac{3}{4}$ millions against 1 in 19 millions. The proportion of passengers injured to the number of passengers booked was 1 in $1\frac{3}{4}$ millions against 1 in 4 millions in the previous year. The high proportion in the case of passengers killed was due to the accident on the 27th April 1896, on the East Indian railway and to the collision on the 24th July 1896 on the Rajputana-Malwa railway, and in the case of those injured to the accident on the 8th February 1896 on the Eastern-Bengal State railway and to the collision on the Rajputana-Malwa railway referred to above.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in 2 millions against 1 in $1\frac{3}{4}$ millions in the previous year. The proportion of passengers injured to the number of passengers booked was 1 in 562,434 against 1 in 724,290.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked was 1 in 435,235 against 1 in 518,051. The proportion of total casualties to the number of passenger units carried one mile was 1 in $17\frac{1}{2}$ millions against 1 in 21 millions.

* Excluding the Calcutta Port Commissioners' railway.

† Excluding the West of India Portuguese railway.

STATEMENT

Accidents to trains, rolling-stock, permanent-way, etc., on railways open for

Classification.	STANDARD GAUGE.												METRE									
	Previous year.			1896.									Previous year.			1896.						
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.			
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.		
1. Collisions between passenger trains or parts of passenger trains	1	5	6	3	1	4	...	15	...	7	...	22	2	1	3	4	3	7	...	...		
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	7	12	19	13	8	21	...	2	...	7	...	9	5	12	17	8	8	16	...	1		
3. Collisions between goods trains or parts of goods trains	8	75	83	7	22	29	...	...	...	3	...	3	4	22	26	1	6	7	(a) 1	(a) 1		
4. Collisions between light engines	...	18	18	2	9	11	...	...	1	1	1	1	...	3	3	...	7	7	...	...		
5. Passenger trains or parts of passenger trains leaving the rails	8	26	34	13	15	28	...	1	...	...	...	1	15	40	55	20	20	40	...	...		
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	15	146	161	2	91	93	...	...	...	1	...	1	2	85	87	3	76	79	...	...		
7. Trains or engines travelling in the wrong direction through points	3	58	61	9	115	124	...	...	...	...	...	...	7	43	50	15	53	68	12	25		
8. Trains running into stations or sidings at too high a speed	1	12	13	8	10	18	...	32	...	1	...	33	...	9	9	1	10	11	...	...		
9. Trains running over cattle on the line	...	961	961	3	1,044	1,047	1 (a)	...	...	...	1	...	5	1,002	1,007	16	1,140	1,156	...	...		
10. Trains running over obstructions on the line	11	102	113	11	65	76	(a)3	(a)6	...	4	3	10	11	62	73	13	51	64	(a) 2	(a) 1		
11. Trains running through gates at level crossings	1	32	33	6	23	29	...	...	...	1	...	1	4	15	19	...	16	16	...	...		
12. The bursting of boilers of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
12(a). The bursting of tubes, etc., of engines	1	122	123	...	77	77	...	...	...	...	...	...	...	62	62	...	69	69	...	1		
13. The failure of machinery, springs, etc., of engines	...	300	300	1	345	346	...	...	...	1	...	1	...	149	149	1	169	170	...	(a) 1		
14. The failure of tyres	2	5	7	...	7	7	...	...	...	...	...	...	...	10	10	...	10	10	...	...		
15. Ditto of wheels	...	2	2	...	3	3	...	...	...	...	...	...	...	...	...	...	1	1	...	...		
16. Ditto of axles	...	8	8	2	13	15	1	5	...	2	1	7	2	37	39	6	39	45	...	...		
17. Ditto of brake apparatus	...	3	3	...	2	2	...	...	...	...	...	...	...	4	4	...	1	1	...	...		
18. Ditto of couplings	2	76	78	...	79	79	...	...	...	...	...	...	...	124	124	4	99	103	...	...		
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...		
20. Broken rails	...	42	42	1	41	42	...	3	...	...	...	3	...	26	26	...	38	38	...	...		
21. The flooding of portions of permanent-way	17	22	39	7	46	53	...	...	...	...	...	...	1	41	42	3	21	24	...	...		
22. Slips in cuttings or embankments	1	13	14	2	22	24	...	... (b)	1	2	1	2	1	5	6	3	4	7	...	...		
23. Fire in trains	3	78	81	3	110	113	11	5	...	...	11	5	1	68	69	1	50	51	...	...		
24. Fire at stations, or involving injury to bridges or viaducts	1	24	25	2	36	38	...	(a) 2	...	...	...	2	...	11	11	3	18	21	...	...		
25. Other accidents	4	131	135	8	153	161	1 (a)	4	...	6	1	10	11	71	82	11	82	93	...	...		
Total for the twelve months ending with the 31st December 1896.	...	...	...	103	2,337	2,440	(e) 17	(d) 75	2	36	19	111	...	...	...	113	1,991	2,104	(e) 16	(f) 30		
Previous year	...	...	...	86	2,274	2,360	(f) 11	(h) 44	5	19	16	60	...	...	...	72	1,903	1,975	(a) 2	(c) 9		

(a) Not (a) passenger(s).
(b) Of these, 1 was not a passenger.
(c) Of these, 5 were not passengers.
(d) Of these, 9 were not passengers.
(e) Of these, 4 were not passengers.
(f) Of these, 3 were not passengers.
(g) Of these, 12 were not passengers.
(h) Of these, 8 were not passengers.
(i) Of these, 14 were not passengers.

No. 48.

traffic, and the casualties resulting therefrom during the year ending with the 31st December 1896.

GAUGE.				SPECIAL GAUGES.										TOTAL ALL GAUGES.										
							1896.										1896.							
Number of servants.		Total all classes.		Previous year.			Number.			Number of passengers and others.		Number of servants.		Total all classes.		Previous year.			Number.			Number of passengers and others.		Number of servants.		Total all classes.		Classification number.
Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	6	9	7	4	11	...	15	...	7	..	22	1
...	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...	13	24	37	21	16	37	...	3	...	7	...	10	2
...	...	1	1	...	...	...	1	1	2	...	...	...	...	...	...	12	97	109	9	28	37	1 (a)	1 (a)	...	3	1	4	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	21	2	16	18	...	...	1	1	1	1	4
...	1	...	1	...	4	4	1	6	7	...	...	...	...	...	...	23	70	93	34	41	75	...	1	...	1	...	2	5
...	...	...	...	...	23	23	8	6	14	...	...	...	1	...	1	17	254	271	13	173	186	...	...	...	2	...	2	6
1	...	13	25	...	...	...	...	...	...	...	...	...	...	...	...	10	101	111	24	168	192	12	25	1	...	13	25	7
...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	1	21	22	9	20	29	...	32	...	4	...	36	8
...	...	...	...	...	10	10	1	8	9	...	...	...	...	...	...	5	1,973	1,978	20	2,192	2,212	1 (a)	...	...	...	1	...	9
...	1	3	2	...	4	4	1	3	4	...	...	...	1	...	1	22	168	190	25	119	144	6 (a)	7 (a)	...	6	6	13	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	47	52	6	39	45	...	...	...	1	...	1	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	12
...	...	...	1	...	...	...	...	2	2	...	...	...	...	...	...	1	184	185	...	148	148	...	1	...	...	...	1	12(a)
1	1	1	2	...	5	5	1	8	9	...	...	...	...	...	...	...	454	454	3	522	525	...	1 (a)	1	2	1	3	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	15	17	...	17	17	...	...	...	...	...	...	14
...	...	...	...	...	8	8	...	1	1	...	...	...	...	...	...	...	10	10	...	5	5	...	...	...	...	...	...	15
...	...	...	...	...	8	8	4	3	7	...	...	...	...	...	...	2	53	55	12	55	67	1	5	...	2	1	7	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	3	3	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	200	202	4	179	183	...	...	...	...	...	...	18
...	...	...	...	2	...	2	...	1	1	...	...	...	...	...	...	3	1	4	...	1	1	...	...	...	...	...	...	19
...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	69	69	1	79	80	...	3	...	...	...	3	20
...	...	...	...	...	4	4	2	7	9	...	...	...	...	...	...	18	67	85	12	74	86	...	...	...	...	...	...	21
...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	2	18	20	6	27	33	...	...	1	2	1	2	22
1	1	1	1	...	...	...	...	1	1	...	...	...	...	...	...	4	146	150	4	161	165	11	5 (b)	1	1	12	6	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	35	36	5	54	59	...	2	...	...	...	2	24
1	2	1	2	...	1	1	1	1	2	...	...	...	...	...	...	15	203	218	20	236	256	1 (a)	4	1	8	2	12	25
4	9	20	39	...	...	...	21	49	70	...	... (a)	...	2	...	2	...	...	...	237	4,377	4,614	33 (d) (c)	105 (g) (i)	6	47	39	152	
6	8	8	17	...	...	...	3	68	71	...	1	...	3	...	4	...	...	...	161	4,245	4,406	13	51	11	30	24	81	

SIMLA;
The 12th May 1897.

T. GRACEY, *Colonel, R.E.*;
Director General of Railways.

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Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1895-96 as shown in the last report.	Sanctioned during 1896-97. (Appendix B).	Corrections of mileage.
	STANDARD GAUGE.			Miles.	Miles.	Miles.
	State lines worked by companies.					
I	EAST INDIAN	East Indian Railway Company	15th Aug. 1854	(a) 1,834·20	...	— 5·59 (b)
II	BENGAL CENTRAL (b)	Bengal Central Railway Company.	16th Oct. 1882	...	...	+ 125·01
III	BENGAL-NÁGPUR	Bengal Nágpur Railway Company.	6th April 1880	(c) 1,221·88	...	— 1·00
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1886	797·72	...	— 2·16
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882	13·11	...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893	140·56	...	+ 0·35
VII	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874	44·88	...	...
VIII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878	145·44	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE) (d).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889	20·58	...	...
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS.)	Madras Railway Company	22nd Feb. 1896	9·00	...	—0·55
	TOTAL	.....	.....	4,227·37	...	+ 116·06
	State lines worked by the State.					
XI	NORTH WESTERN	North Western State Railway	13th May 1861	(e) 2,934·47	56·00	—0·38
XII	HYDERABAD-SHADIPALLI	North Western State Railway	18th Aug. 1892	58·01	...	...
XIII	OUDH AND ROHILKHAND	Oudh and Rohilkhand State Railway.	23rd April 1867	(f) 951·31	...	— 0·25
XIV	EASTERN BENGAL	Eastern Bengal State Railway	2nd Jan. 1862	260·72	14·59	—2·89 (g)
	BENGAL CENTRAL (b)	.....	.....	125·01	...	—125·01
XV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta	1st Nov. 1875	8·53	...	...
XVI	EAST COAST	East Coast State Railway	20th Feb. 1893	543·64	...	—4·86
XVII	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION).	Being constructed by State agency.	.....	(i) 229·97	...	+ 0·28
	TOTAL	.....	.....	5,112·56	70·59	— 133·11
	Lines worked by guaranteed companies.					
XVIII	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853	1,287·93	38·07	+ 0·07
XIX	BOMBAY, BARODA AND CENTRAL INDIA	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860	460·90	...	...
XX	MADRAS	Madras Railway Company	1st July 1856	839·22	...	...
	TOTAL	.....	.....	2,588·05	38·07	+ 0·07
	Assisted companies.					
XXI	DELHI-UMBALLA-KALKA	East Indian Railway Company	1st Mar. 1891	161·40	...	—0·93
XXII	TARKESSUR	East Indian Railway Company	1st Jan. 1885	22·23	...	...
XXIII	SOUTH BEHAR (LUCKEESERAI-GYA)	East Indian Railway Company	.....	83·00	...	— 4·19
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	Being constructed by the Southern Punjab Railway Company. To be worked by the North Western State Railway when open.	.....	400·35	...	+ 0·36
XXV	HARDWAR-DEHRA	Oudh and Rohilkhand State Railway.	.....	...	30·00	...
XXVI	TAPTI VALLEY	Bombay, Baroda and Central India Railway Company.	.....	...	162·47	...
	TOTAL	.....	.....	666·98	192·47	—4·76
	Carried over	.....	.....	12,594·96	301·13	— 21·74

lines sanctioned and open for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F).	Length laid with two or more tracks.	Classification No.	Remarks.
Total sanctioned length at the end of 1896-97.	On the 31st March 1896 as shown in the last report.	Opened during 1896-97. (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1897.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,828·61	1,700·19	4·81	—3·63 (b)	1,701·37	127·24	474·25	I	(a) Including the Moghal Sarai-Gya railway.
125·01	...	...	+125·01	125·01	...	...	II	(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company to whom the working was made over on the 1st January 1897.
1,220·88	860·88	...	...	860·88	360·00	...	III	(c) Including the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.
795·56	679·12	...	+0·44	679·56	116·00	...	IV	
13·11	13·11	...	...	13·11	...	...	V	
140·91	115·33	25·81	—0·23	140·91	...	...	VI	
44·88	44·88	...	...	44·88	...	...	VII	
145·44	145·44	...	...	145·44	...	...	VIII	
20·58	20·58	...	...	20·58	...	...	IX	(d) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
8·45	9·00	...	—0·55	8·45	...	...	X	
4,343·43	3,588·53	30·62	+121·04	3,740·19	603·24	474·25		
2,990·09	2,535·27	263·88	+0·64	2,799·79	190·30	41·26	XI	(e) Including the Kotri-Rohri, the Mushkaf-Bolán and the Mári-Attock railways.
58·91	58·91	...	...	58·91	...	...	XII	
951·06	797·18	15·19	...	812·37	138·69	...	XIII	(f) Including the Rae Bareli-Benares railway.
272·42	249·22	...	+0·78 (g)	250·00	22·42	81·48	XIV	
...	125·01	...	—125·01	...	...	...		
8·53 (h)	8·53	...	... (h)	8·53 (h)	...	...	XV	(g) Transferred to "State lines worked by companies" on the 1st January 1897.
538·78	488·64	47·15	+2·99	538·78	...	...	XVI	(h) Including 2·99 miles of metre gauge line.
230·25	...	...	...	...	230·25	...	XVII	(i) Under construction. Excluding 24·24 miles of the existing South Indian metre gauge railway to be utilized between Gudur and Nellore which is being converted to the standard gauge.
5,050·04	4,262·76	326·22	—120·60	4,468·38	581·66	122·74		
1,326·07	1,286·93	1·07	...	1,288·00	38·07	461·91	XVIII	
460·90	460·90	...	...	460·90	...	70·89	XIX	
839·22	839·22	...	...	839·22	...	42·41	XX	
2,626·19	2,587·05	1·07	...	2,588·12	38·07	575·21		
160·47	161·40	...	—0·93	160·47	...	...	XXI	
22·23	22·23	...	...	22·23	...	...	XXII	
78·81	...	...	...	...	78·81	...	XXIII	Under construction.
400·71	...	...	...	...	400·71	...	XXIV	Under construction.
30·00	...	...	...	...	30·00	...	XXV	Under construction.
162·47	...	...	...	...	162·47	...	XXVI	Under construction.
854·69	183·63	...	—0·93	182·70	671·99	...		
12,374·35	10,621·97	357·91	—0·49	10,979·39	1,894·96	1,172·20		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1895-96 as shown in the last report.	Sanctioned during 1896-97. (Appendix B).	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward .	.....	.....	12,594·96	301·13	—21·74
	STANDARD GAUGE—*concld.*					
	Lines owned by native states and worked by companies.					
XXVII	KHÁMGAON	Great Indian Peninsula Railway Company.	4th Mar. 1870 . .	7·55	...	...
XXVIII	AMRÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 . .	5·44	...	...
XXIX	BÍNA-GOONA	Indian Midland Railway Company.	1st May 1895 . .	72·18	54·15	(*a*)+21·61
XXX	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th Nov. 1895 .	113·52	...	...
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION) .	Indian Midland Railway Company.	18th Nov. 1884 .	44·28	...	...
XXXII	THE NIZAM'S GUARANTEED STATE . .	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 . .	332·32	...	...
XXXIII	NÁGDÁ-UJJAIN	Bombay, Baroda and Central India Railway Company.	15th July 1896 .	34·25	...	+0·42
XXXIV	THE GAEKWAR'S PETLÁD . . .	Bombay, Baroda and Central India Railway Company.	5th May 1890 . .	13·35	...	...
XXXV	KOLAR GOLD-FIELDS	Madras Railway Company .	1st June 1894 . .	10·00	...	...
	TOTAL .	.....	.....	632·89	54·15	+22·03
	Lines owned by native states and worked by state railway agency.					
XXXVI	RÁJPURA-BHÁTINDA	North Western State Railway .	1st Nov. 1884 . .	107·94	...	...
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION).	North Western State Railway	15th Mar. 1890 .	15·92	...	...
	TOTAL .	.....	.....	123·86	...	...
	Line owned and worked by native state.					
	BÍNA-GOONA (GOONA-BARA EXTENSION) .	.....	.....	21·00	...	(*b*)—21·00
	Total standard gauge .	.....	.....	13,372·71	355·28	—20·71
	METRE GAUGE.					
	State lines worked by companies.					
XXXVIII	BENGAL AND NORTH-WESTERN—(*c*)					
	TIRHOOT SECTION . . .	Bengal and North-Western Railway Company.	1st Nov. 1875	503·80	...	—1·00
	COMPANY'S SECTION . . .		2nd April 1884 .	739·75	...	+9·25
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 . .	231·17	...	...
XL	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 .	1,673·93	...	...
XLI	PÁLANPUR-DEESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 . .	17·28	...	...
XLII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,042·04	...	...
XLIII	GUNTAKAL-MYSORE FRONTIER . . .	Southern Mahratta Railway Company.	1st Mar. 1892 . .	119·50	...	...
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA) .	Southern Mahratta Railway Company.	1st Feb. 1881 . .	296·00	...	...
XLV	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 . .	1,041·59	...	...
XLVI	MÁYAVARAM-MUTUPET	South Indian Railway Company.	2nd April 1894 .	53·99	...	...
XLVII	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895 . .	742·20	...	...
XLVIII	BURMA (*d*)	Burma Railways Company .	2nd May 1877 . .	...	...	(*d*) (*e*) +1,154·17
	TOTAL .	.....	.....	6,461·25	...	+1,162·42
	Carried over .	.....	.....	6,461·25	...	+1,162·42

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1896-97.	On the 31st March 1896 as shown in the last report.	Opened during 1896-97 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1897.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
12,874·35	10,621·97	357·91	−0·19	10,979 39	1,894·96	1,172·20		
7·55	7·55	...	...	7 55	...	...	XXVII	
5·44	5·44	...	...	5·44	...	...	XXVIII	
147·94	72·18	...	−0·44	71·74	76 20	...	XXIX	(a) Goona-Parbati river extension transferred from "Line owned and worked by native state" and correction of mileage.
113·52	113·52	...	...	113·52	...	...	XXX	
44·28	44·28	...	...	44·28	..	...	XXXI	
332·32	332·32	...	...	332·32	...	...	XXXII	
34 67	...	34·67	...	34·67	...	...	XXXIII	
13 35	13·35	...	...	13·35	...	...	XXXIV	
10·00	10·00	...	...	10·00	...	...	XXXV	
709·07	598·64	34·67	−0 44	632·87	76·20	...		
107·94	107·94	..	...	107·94	...	...	XXXVI	
15·92	15·92	...	...	15·92	...	...	XXXVII	
123·86	123·86	...	...	123·86	...	...		
...	...	...	...	...	...	...		(b) Included with the Bina-Goona railway.
13,707·28	11,344·47	392·58	−0·93	11,736·12	1,971·16	1,172·20		
502 80	341·80	...	...	341·80	161·00	...	XXXVIII	(c) Although for convenience classed amongst state railways the Company's section of this line is the property of the Bengal and North-Western Railway Company.
749·00	414·50	63·44	+0·69	478·63	270·37	...		
231·17	231·17	...	...	231·17	...	...	XXXIX	
1,673·93	1,673·93	...	...	1,673·93	...	1 14	XL	
17·28	17·28	...	...	17·28	...	...	XLI	
1,042·04	1,042·04	...	...	1,042·04	...	...	XLII	
119·50	119·50	...	...	119·50	...	...	XLIII	
296·00	296·00	...	...	296·00	...	...	XLIV	
1,041·59	1,041·59	...	...	1,041·59	...	...	XLV	
53·99	53 99	..	...	53·99	...	...	XLVI	
742·20	158·90	201·73	...	360·63	381·57	...	XLVII	
1,154·17	...	...	+886·45	886·45	267·72	9·00	XLVIII	(d) Transferred from "State lines worked by the State" on the 1st September 1896. (e) Including the Mandalay-Kunlon railway, and 6·72 miles due to correction of mileage of the same railway.
7,623·67	5,390·70	265·17	+887·14	6,543·01	1,080·66	10·14		
7,623 67	5,390 70	265·17	+887·14	6,543·01	1,090·66	10 14		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1895-96 as shown in the last report.	SANCTIONED MILE: Sanctioned during 1896-97. (Appendix B).	SANCTIONED MILE: Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward ...	.....	.....	6,161·25	...	+1,162·42
	METRE GAUGE—*concld.*					
	State lines worked by the State.					
XLIX	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharla, 2′ 6″ gauge, branch).	Eastern Bengal State Railway.	28th Aug. 1877	478·51	...	−0·04
	DACCA SECTION		4th Jan. 1885	85·92	...	...
L	CAWNPORE-BURHWAL (METRE GAUGE LINE) (*a*)	Oudh and Rohilkhand State Railway.	24th Nov. 1896	(*b*) 79·40	...	+ 0·20 (*c*)
	BURMA (*c*)	.....	.....	(*d*) 1,147·45	...	−1,147·45
	TOTAL .	.....	.....	1,791·28	...	−1,147·29
	Assisted companies.					
LI	DEOGHUR	Messrs. Burn & Co.	23rd Dec. 1882	4·79	...	...
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884	53·92	...	...
LIII	BENGAL DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893	36·40	...	...
LIV	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882	77·50	...	...
LV	AHMEDABAD-PARÁNTIJ	Bombay, Baroda and Central India Railway Company.	.....	54·59	...	...
LVI	SULTANPUR-BOGRA-KALIGANJ . . .	Eastern Bengal State Railway.	.....	....	60·00	...
LVII	MYMENSINGH-JAMALPUR-SUBHANKHALI .	Eastern Bengal State Railway.	.....	...	63·00	...
LVIII	SEGOWLIE-RAKSAUL	Being constructed by the Segowlie-Raksaul Branch Railway Company. To be worked by the Bengal and North Western Railway Company when open.	.....	...	18·00	...
LIX	NÍLGIRI	Nilgiri Railway Company .	.....	16·50	...	+0·31
	TOTAL .	.....	.....	243·70	141·00	+0·31
	Lines owned by native states and worked by companies.					
LX	THE GAEKWAR'S MEHSÁNA . . .	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887	92·63	...	...
LXI	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891	29·07	...	...
LXII	YESVANTPUR-MYSORE FRONTIER . .	Southern Mahratta Railway Company.	15th Dec. 1892	51·35	...	...
LXIII	MYSORE-NANJANGÚD	Southern Mahratta Railway Company.	1st Dec. 1891	15·25	0·50	...
LXIV	BIRUR-SHIMOGA	Being constructed by the Mysore Durbar.	.....	...	38·53	...
LXV	HYDERABAD-GÓDÁVARI VALLEY (*e*) . .	Nizam's Guaranteed State Railways Company.	.....	...	389·81	...
	TOTAL .	.....	.....	188·30	428·84	...
	Lines owned and worked by native states.					
LXVI	JODHPORE-BICKANEER—					
	JODHPORE SECTION	Jodhpore Durbar . .	24th June 1882	(*f*) 455·42	...	...
	BICKANEER SECTION		8th April 1891	(*g*) 71·50	...	+13·62
LXVII	OODEYPORE-CHITOR (*h*)	Meywar State	1st Aug. 1895	60·39	...	...
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	Representative committee of proprietary states.	20th Dec. 1880	(*i*) 333·46	...	...
LXIX	JETALSAR-RÁJKOT	Bhávnagar-Gondal-Junágarh-Porbandar Railway.	12th April 1893	46·23	...	...
LXX	RÁJKOT-JÁMNAGAR	Bhávnagar-Gondal-Junágarh-Porbandar Railway.	.....	50·23	...	...
	TOTAL .	...	.....	1,017·29	...	+13·62
	Foreign lines					
LXXI	WEST OF INDIA PORTUGUESE . . .	West of India Portuguese Railway Company.	17th Jan. 1887	51·00	...	...
LXXII	PONDICHERRY	South Indian Railway Company	16th Dec. 1879	7·80	...	...
LXXIII	KARIKAL-PERALAM	South Indian Railway Company	.....	14·45	...	...
	TOTAL .	.....	.....	73·25	...	...
	Total metre gauge .	.....	.....	9,775·07	569·84	+29·06

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1896-97.	On the 31st March 1896, as shown in the last report.	Opened during 1896-97. (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1897.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
7,623·67	5,390·70	265·17	+ 887·14	6,543·01	1,080·66	10·14		
478·17	478·51	...	—0·04	478·47	...	...	XLIX	
85 92	85 92	...	...	85 92	...	...		
(*b*) 79·60	...	(*b*) 34 57	...	(*b*) 31 57	45·03	...	L	(*a*) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3·06 miles, being utilized between Daliganj and Aishbagh.
...	886·45	...	—886 45 (*c*)	...	...	...		
613 99	1,450·88	34 57	—886·49	598 96	45·03	...		(*b*) Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
4·79	4·79	...	...	4·79	...	...	LI	(*c*) Transferred to "State lines worked by companies" from the 1st September 1896.
53·92	53 92	...	...	53·92	...	...	LII	(*d*) Including the Mandalay-Kunlon railway.
36·40	36·40	...	...	36·40	...	...	LIII	
77·50	77·50	...	...	77·50	...	...	LIV	
54·59	...	...	...	...	54·59	...	LV	Under construction.
60·00	...	...	...	...	60 00	...	LVI	Under constr
63·00	...	...	...	...	63·00	...	LVII	Under construction.
18·00	...	...	...	...	18·00	...	LVIII	Under construction.
16·81	...	...	...	...	16·81	...	LIX	Under construction.
385·01	172·61	...	...	172·61	212·40	...		
92 63	92 63	...	...	92·63	...	...	LX	
29·07	29·07	...	...	29·07	...	...	LXI	
51·35	51·35	...	...	51·35	...	...	LXII	
15·75	15·25	...	...	15·25	0·50	...	LXIII	
38·53	...	...	...	...	38·53	...	LXIV	Under construction.
389·81	...	...	...	...	389 81	...	LXV	(*e*) Commencement of earthwork as far as the Ankai Pass, 5·75 miles from Manmád, authorized for famine relief purposes.
617·14	188·30	...	...	188·30	428·84	...		
455·42	320 50	...	...	320 50	134·92	...	LXVI	(*f*) Including the Balotra-Jodhpore Frontier which the commencement of earthwork has been sanctioned for famine relief purposes.
85·12	43·50	...	...	43 50	41·62	...		(*g*) Including the Bickaneer-Khari section commenced as a measure of famine relief.
60·39	60·39	...	...	60 39	...	...	LXVII	
(*i*) 333·46	(*i*) 333·46	...	...	(*i*) 333·46	...	...	LXVIII	(*h*) Being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
46·23	46·23	...	...	46·23	...	...	LXIX	(*i*) Including 4·50 miles of Bhávnagar Dock estates and Junágarh quarry lines.
50·29	...	...	...	...	50·29	...	LXX	Under construction.
1,030·91	804·08	...	...	804·08	226 83	...		
51 00	51·00	...	...	51·00	...	...	LXXI	
7·80	7 80	...	...	7·80	...	...	LXXII	
14·45	...	...	...	...	14·45	...	LXXIII	Under construction.
73·25	58·80	...	...	58·80	14·45	...		
10,373·97	8,065·37	299·74	+0·65	8,365·76	2,008·21	10·14		

APPENDIX I

Statement showing the gauge and classification of railways and the lengths of

Classification. No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1895-96 as shown in the last report.	Sanctioned during 1896-97. (Appendix B).	Corrections of mileage.
				Miles.	Miles.	Miles.
	SPECIAL GAUGES.					
	State line worked by company.					
LXXIV	RAIPUR-DHAMTARI BRANCH (BENGAL-NÁGPUR) (2′ 6″).(*a*)	Bengal-Nágpur Railway Company.	.....	...	56·67	...
	TOTAL .	.....	.....	...	56·67	...
	State line worked by the State.					
LXXV	JORHÁT (2′ 0″)	State agency . . .	15th Dec. 1884 .	28·00	...	...
	TOTAL .	.....	.....	28·00	...	...
	Assisted companies.					
LXXVI	DARJEELING-HIMALAYAN (2′ 0″) . .	Darjeeling Himalayan Railway Company.	23rd August 1880 .	51·00	...	...
LXXVII	BÁRSI (2′ 6″)	Bársi Light Railway Company	1st March 1897 .	21·75	...	−0·35
	TOTAL .	.....	.....	72·75	...	−0·35
	Lines owned and worked by companies.					
LXXVIII	THE GAEKWAR'S DABHOI (2′ 6″) . .	Bombay, Baroda and Central India Railway Company.	8th April 1873 . .	79·00	...	−0·16
LXXIX	ANKLESVAR-PÁRDI SECTION (RAJPIPLA) (2′ 6″).	Bombay, Baroda and Central India Railway Company.	.....	19·73	...	...
	TOTAL .	.....	.....	98·73	...	−0·16
	Line owned by native state and worked by state railway agency.					
LXXX	COOCH BEHAR (2′ 6″)	Eastern Bengal State Railway	15th Sept. 1893 .	24·37	...	...
	TOTAL .	.....	.....	24·37	...	...
	Lines owned and worked by native states.					
LXXXI	MORVI (2′ 6″)	Morvi state	11th March 1886 .	94·36	...	...
LXXXII	GWALIOR-SIPRI(*b*)	Gwalior Durbar . . .	.....	...	72·96	...
	TOTAL .	.....	.....	94·36	72·96	...
	Total special gauges .	.....	.....	**318·21**	**129·63**	**−0·51**
	Total of all railways .	.....	.....	**23,465·99**	**1,054·75**	**+7·84**
	Steam tramways working outside municipal limits.					
	TÁRAKESHWAR-MAGRA (*2′ 6″ gauge*) .	Bengal Provincial Railway Company.	7th Nov. 1894 .	31·12	...	...
	POWAYAN (*2′ 6″ gauge*)	Powayan Steam Tramway Company.	17th June 1890 .	39·10	...	...
	DANDOT COLLIERY (*2′ 0″ gauge*) . .	North Western State Railway .	1st June 1889 .	7·18	...	−1·00
	BHAGANWALA COLLIERY (*2′ 6″ gauge*) .	North Western State Railway	2nd Oct. 1896 .	7·85	...	−1·00
	CHERRA-COMPANYGANJ (*2′ 6″gauge*). .	State agency	16th June 1886 .	8·00	...	...
	TEZPUR-BÁLIPÁRA (*2′ 6″ gauge*) . .	Tezpur-Bálipára Steam Tramway Company.	8th Aug. 1894 .	20·00	...	+0·10
	THATÔN-DUYINZÁIK (*2′ 6″ gauge*) . .	G. E. L. Dawson, Esq. . .	11th Feb. 1885 .	7·76	...	...
	HOWRAH-AMTA (*2′ 0″ gauge*) . . .	Bengal District Road Tramways Company.	.....	30·00	...	...
	HOWRAH-SHEAKHALLA (*2′ 0″ gauge*) .	Bengal District Road Tramways Company	.....	20·00	...	...
	RÁNAGHAT KRISHNAGARH (*2′ 6″ gauge*) .	Ránaghat-Krishnagarh Tramway Company.	.....	19·00	...	...
	MANGALDAI (*2′ 6″gauge*)	Mangaldai Steam Tramway Company.	.....	...	35·00	...
	TOTAL .	.....	.....	190·41	35·00	−1·90

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1896-97.	On the 31st March 1896 as shown in the last report.	Opened during 1896-97. (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1897.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles	Miles.		
56·67	...	...	...	...	56·67	...	LXXIV	(*a*) Commencement of work on a portion of the branch has been authorized for famine relief purposes.
56·67	...	...	...	..	56·67	...		
28·00	28·00	...	...	28·00	...	...	LXXV	
28·00	28·00	...	...	28·00	...	...	—	
51·00	51·00	...	...	51·00	...	...	LXXVI	
21·40	...	21·40	...	21·40	...	...	LXXVII	
72·40	51·00	21·40	...	72·40	...	...		
78·34	71·66	...	...	71·66	7·18	...	LXXVIII	
19·73	...	...	...	...	19·73	...	LXXIX	Under construction.
98·57	71·66	...	...	71·66	26·91	...		
24·37	22·12	...	...	22·12	2·25	...	LXXX	
24·37	22·12	...	...	22·12	2·25	...		
94·36	94·36	...	...	94·36	...	...	LXXXI	
72·96	...	...	...	...	72·96	...	LXXXII	(*b*) Gauge undecided. Commencement of earthwork on the Gwalior-Mahona section authorized for famine relief purposes.
167·32	94·36	...	...	94·36	72·96	...		
447·33	267·14	21·40	...	288·54	158·79	...		
24,528·58	19,676·98	713·72	−0·28	20,390·42	4,138·16	1,182·34		
31·12	31·12	...	...	31·12	...	...		
39·50	39·50	...	...	39·50	...	...		
6·18	4·18	...	+2·00	6·18	...	1·83		
6·85	...	6·85	...	6·85	...	0·60		
8·00	8·00	...	...	8·00	...	...		
20·10	20·00	...	+0·10	20·10	...	...		
7·76	7·76	...	...	7·76	...	...		
30·00	...	...	...	...	30·00	...		Under construction.
20·00	...	...	...	...	20·00	...		Under construction.
19·00	...	...	...	...	19·00	...		Under construction.
35·00	...	...	...	...	35·00	...		Under construction.
223·51	110·56	6·85	+2·10	119·51	104·00	2·43		

APPENDIX A.—*concld.*

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1897.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length remaining to be finished. (Appendix F).	Length laid with two or more tracks.
	At the end of 1895-96.	Sanctioned during 1896-97. (Appendix B).	Corrections of mileage.	Total sanctioned length at the end of 1896-97.	On the 31st March 1896.	Opened during 1896-97. (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1897.		
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,227·37	...	+116·06	4,343·43	3,588·53	30·62	+121·04	3,740·19	603·24	474·25
State lines worked by the State	5,112·56	70·59	—133·11	5,050·04	4,232·76	326·22	—120·60	4,468·38	581·66	122·74
Lines worked by guaranteed companies	2,588·05	38·07	+0·07	2,626·19	2,587·05	1·07	...	2,588·12	38·07	575·21
Assisted companies	666·93	192·47	—4·76	854·69	183·63	...	—0·93	182·70	671·99	...
Lines owned by native states and worked by companies	632·89	54·15	+22·03	709·07	593·64	34·67	—0·44	632·87	76·20	...
Lines owned by native states and worked by state railway agency	123·86	...	...	123·86	123·86	...	...	123·86	...	...
Line owned and worked by native state	21·00	...	—21·00	...	...	...	...	...	...	...
TOTAL	13,372·71	355·28	—20·71	13,707·28	11,344·47	392·58	—0·93	11,736·12	1,971·16	1,172·20
METRE GAUGE.										
State lines worked by companies	6,461·25	...	+1,162·42	7,623·67	5,390·70	265·17	+887·14	6,543·01	1,080·66	10·14
State lines worked by the State	1,791·28	...	—1,147·29	643·99	1,450·88	34·57	—886·49	598·96	45·03	...
Assisted companies	243·70	141·00	+0·31	385·01	172·61	...	...	172·61	212·40	...
Lines owned by native states and worked by companies	188·30	428·84	...	617·1	188·30	...	...	188·30	428·84	...
Lines owned and worked by native states	1,017·29	...	+13·62	1,030·91	804·08	...	...	804·08	226·83	...
Foreign lines	73·25	...	...	73·25	58·80	...	...	58·80	14·45	...
TOTAL	9,775·07	569·84	+29·06	10,373·97	8,065·37	299·74	+0·65	8,365·76	2,008·21	10·14
SPECIAL GAUGES.										
State line worked by company	...	56·67	...	56·67	...	...	...	...	56·67	...
State line worked by the State	28·00	...	...	28·00	28·00	...	...	28·00	...	...
Assisted companies	72·75	...	—0·35	72·40	51·00	21·40	...	72·40	...	...
Lines owned by native states and worked by companies	98·73	...	—0·16	98·57	71·66	...	...	71·66	26·91	...
Line owned by native state and worked by state railway agency	24·37	...	...	24·37	22·12	...	...	22·12	2·25	...
Lines owned and worked by native states	94·36	72·96	...	167·32	94·36	...	...	94·36	72·96	...
TOTAL	318·21	129·63	—0·51	447·33	267·14	21·40	...	288·54	158·79	...
Total of all railways	**23,465·99**	**1,054·75**	**+7·84**	**24,528·58**	**19,676·98**	**713·72**	**—0·28**	**20,390·42**	**4,138·16**	**1,182·34**
Steam tramways working outside municipal limits	190·41	35·00	—1·90	223·51	110·56	6·85	+2·10	119·51	104·00	2·43

* Made up as follows:

	Miles.
Length sanctioned at the end of 1895-96	23,465·99
Sanctioned during 1896-97	1,054·75
	24,520·74
Add—	
Net difference due to corrections of mileage	+7·84
Net total length sanctioned at the end of 1896-97	24,528·58
Length sanctioned at the end of 1895-96	23,465·99
Net increase in sanctioned mileage in 1896-97	1,062·59

Railways or sections of railways sanctioned from the 1st April 1896 to the 31st March 1897.

Classification No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	Standard gauge.			
	State lines worked by the State.			
XI	*North Western*—			
	Toba Tek Singh to Khánewal . . .	56·00	24th September 1896.	
XIV	*Eastern Bengal*—			
	Panchooria to Faridpur	14·59	9th February 1897.	
	Total .	70·59		
	Line worked by guaranteed company.			
XVIII	*Great Indian Peninsula*—			
	Amalner to Jalgaon	38·07	3rd September 1896.	
	Assisted companies.			
XXV	*Hardwar-Dehra*—			
	Hardwar to Dehra	30·00	18th November 1896.	
XXVI	*Tapti Valley*—			
	Surat to Amalner	162·47	11th June 1896.	
	Total .	192·47		
	Line owned by native state and worked by company.			
XXIX	*Bina-Goona*—			
	Parbati river to Bara	54·15	28th January 1897.	
	Total standard gauge .	355·28		

APPENDIX B—*concld.*

Railways or sections of railways sanctioned from the 1st April 1896 to the 31st March 1897.

Classification No.	Railway and section:	Length in miles.	Date of sanction.	Remarks.
	Metre gauge.			
	Assisted companies.			
LVI	*Sultanpur-Bogra-Kaliganj—*			
	Sultanpur *vid* Bogra to Kaliganj	60·00	23rd September 1896.	
LVII	*Mymensingh-Jamalpur-Subhankhali—*			
	Mymensingh to Jamalpur	33·00	12th August 1896.	
	Jamalpur to Subhankhali	30·00	4th November 1896.	
		63·00		
LVIII	*Segowlie-Raksaul—*			
	Segowlie to Raksaul	18·00	8th August 1896.	
		141·00		
	Lines owned by native states and worked by companies.			
LXIII	*Mysore-Nanjangúd—*			
	Nanjangúd station to a point half a mile nearer to the town of Nanjangúd	0·50	12th March 1897.	
LXIV	*Birur-Shimoga—*			
	Birur to Shimoga	38·53	12th August 1896.	
LXV	*Hyderabad-Gódávari Valley—*			
	Hyderabad to Manmád	389·81	12th January 1897.	Commencement of earthwork as far as the Ankai pass, 5·75 miles from Manmád, authorized for famine relief purposes.
	Total	428·84		
	Total metre gauge	569·84		
	Special gauge.			
	State line worked by company.			
LXXIV	*Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—*			
	Raipur to Dhamtari	45·00	21st July 1896.	Commencement of earthwork on a portion of the branch has been authorized for famine relief purposes.
	Abhanpur to Rajim	11·67	21st July 1896.	
	Total	56·67		
	Line owned and worked by native state.			
LXXXII	*Gwalior-Sipri—*			
	Gwalior to Sipri	72·96	9th March 1897.	Gauge undecided. Commencement of earthwork on the Gwalior-Mahona section authorized for famine relief purposes.
	Total special gauge	129·63		
	Grand Total	1,054·75		
	Steam tramway working outside municipal limits.			
	Mangaldai (2′ 6″)—			
	Rangamati on the Brahmaputra to Ghagrapara	35·00	9th November 1896.	
	Total	35·00		

Railways or sections of railways opened for traffic from the 1st April 1896 to the 31st March 1897.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Standard Gauge.			
	State lines worked by companies.			
I	*East Indian—*			
	Mile 8·23 from Dheria Joba to the Damoodur river	1·77	15th July 1896.	
	Chanch branch extension	1·00	5th August 1896.	
	Rajmehal branch extension	0·17	4th October 1896.	
	Maharajpur branch	1·87	31st October 1896.	
		4·81		
VI	*Godhra-Rutlam-Nágdá—*			
	Rutlam to Nágdá	25·81	11th May 1896 . 1st June 1896 .	For goods traffic. For passenger traffic.
	Total	30·62		
	State lines worked by the State.			
XI	*North Western—*			
	Rahuki to Bohri (Kotri-Rohri chord line).	178·00	16th November 1896 . 15th December 1896 .	For goods traffic. For passenger traffic.
	Bolán junction to Quetta (Mushkaf-Bolán railway)	85·88	...	The railway was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Áb-i-Gum and Kolpur.
		263·88		
XIII	*Oudh and Rohilkhand—*			
	Najíbabad to Kotdwára	15·19	24th December 1896 .	
XVI	*East Coast—*			
	Khurda Road to Bhubaneswar	11·87	20th July 1896 . 1st September 1896	For goods traffic. For passenger traffic.
	Bhubaneswar to Barang (Cuttack Road)	9·94	1st February 1897.	
	Khurda Road to Puri	25·34	1st February 1897.	
		47·15		
	Total	326·22		
	Line worked by guaranteed company.			
XVIII	*Great Indian Peninsula—*			
	Mohpáni to Gotitoria	1·07	22nd November 1896.	
	Line owned by native state and worked by company.			
XXXIII	*Nágdá-Ujjain—*			
	Nágdá to Ujjain	34·67	15th July 1896.	
	Total standard gauge	392·58		

N. B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

APPENDIX C—*concld.*

Railways or sections of railways opened for traffic from the 1st April 1896 to the 31st March 1897.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Metre gauge.			
	State lines worked by companies.			
XXXVIII	*Bengal and North-Western (Company's section)*—			
	Burhwal to Ganeshpur (Bahramghat)	4·02	24th November 1896.	
	Bhatni to Bhágalpur Ghaghra (Turtipur)	17·14	15th December 1896.	
	Gonda to Balrámpur	22·00	15th December 1896.	
	Nánpára to Jangal Motipur	15·00	15th December 1896.	
	Jarwal road to west Bank, Gogra river, at Ganeshpur (Bahramghat)	5·28	18th December 1896.	
		63·44		
XLVII	*Assam-Bengal*—			
	Akhaura to Badarpur	127·00	4th December 1896.	For goods traffic. The length from Akhaura to Karimganj (115·00 miles) was opened for passenger traffic on the 1st January 1897.
	Gauháti to Jamuna Mukh	74·73	1st January 1897.	
		201·73		
	Total	265·17		
	State line worked by the State.			
L	*Cawnpore-Burhwal (metre gauge link)*—			
	Daliganj to Burhwal	34·57	24th November 1896.	Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
	Total metre gauge	299·74		
	Special gauge.			
	Assisted company.			
LXXVII	*Bársi (2′ 6″)*—			
	Bársi Road to the town of Bársi	21·40	1st March 1897. 19th March 1897.	For goods traffic. For passenger traffic.
	Grand total	713·72		
	Steam tramways working outside municipal limits.			
	Baghanwala Colliery (2′ 6″)	6·85	2nd October 1896.	

N.B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	Railway.	Mileage open at the end of 1891-92.	Opened during 1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	Mileage open at the end of 1896-97.	Classification No.	Remarks.
	Standard gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian	1,525½	(b) 87½	...	(i) 61½	23½	4½	1,701½	I	(a) Including the Jammu and Kashmir railway (British section).
	Patna-Gya	57½	(c)—57½	...	...	...	...	...		(b) Including the Nalháti and Patna-Gya railways incorporated on 1st April and 1st July 1892, respectively.
II	Bengal Central	...	...	...	...	...	(n) 125	125	II	
III	Bengal-Nágpur	831½	30½	...	...	...	...	860½	III	(c) Incorporated with the East Indian railway on the 1st July 1892.
IV	Indian Midland	677½	...	...	...	1½	...	679½	IV	(d) Bezwada-Gódávari section of the East Coast State railway, opened on the 20th February 1893.
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	(e) Including the Amritsar-Pathánkot railway and 6 miles of military line not used for public traffic.
VI	Godhra-Ratlam-Nágdá	...	25	20	70½	...	25½	141	VI	(f) Incorporated with the North-Western State railway on the 1st April 1892.
VII	Wardha Coal	45	...	...	...	...	...	45	VII	(g) Portion of the East Coast State railway referred to in remark (e) retransferred to the State for working from the 1st January 1894.
VIII	Dhond-Manmád	145½	...	...	...	...	...	145½	VIII	(h) Including the Bezwada-Gódávari section transferred for working from "State lines worked by companies."
IX	Bezwada extension (East Coast State)	21½	(d) 91	(g)—91	(j)—21½	(l) 20½	...	20½	IX	(i) Including the Sakri Ghát branch previously omitted.
X	Madras-Ennúr section (Bezwada-Madras)	...	...	...	...	9	...	8½	X	(j) Treated as an integral part of the East Coast State railway.
	Total mileage opened during each year	...	176½	—71	110½	54½	155½	...		(k) Including the Bezwada extension of the East Coast State railway.
	Total open mileage at the end of each year	3,316½	3,493¼	3,422¾	3,533	3,588½	...	3,740		(l) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
	State lines worked by the State.									(m) The Bezwada extension of this line has been excluded, for reasons given in remark (m) and shown under "State lines worked by companies." Excludes also the metre gauge link between Tadépalli and Bezwada.
XI	North Western	(a)2,355	(e) 72½	...	...	103½	(o) 264	2,799¾	XI	(n) Transferred from "State lines, worked by the State" on the 1st January 1897.
	Amritsar-Pathánkot	66½	(f)—66½	...	...	...	...	...		(o) Including the Mushkaf-Bolán railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
XII	Hyderabad-Shadipalli	...	59	...	...	...	...	59	XII	
XIII	Oudh and Rohilkhand	692½	...	48½	56	...	15½	812½	XIII	
XIV	Eastern Bengal	248¼	...	...	...	...	...	250	XIV	
	Bengal Central	125	...	...	...	...	(p)—125	...		(p) Transferred to "State lines worked by companies" on the 1st January 1897.
XV	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8¼	XV	
XVI	East Coast	...	...	(h) 269½	(k) 111½	(m)113¾	47	(q) 538¾	XVI	(q) Including three miles of metre gauge link from Tadépalli to Bezwada.
	Total mileage opened during each year	...	65	317¾	167½	217¼	201¼	...		
	Total open mileage at the end of each year	3,493½	3,558¼	3,876¼	4,038¼	4,262¾	...	4,468½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—*contd.* APPENDIX

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	Railway.	Mileage open at the end of 1891-92.	Opened during 1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	Mileage open at the end of 1896-97.	Classification No.	Remarks.
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA	1,288¼	...	...	...	...	1	1,288	XVIII	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460¾	...	...	...	...	...	460¾	XIX	
XX	MADRAS	839¼	...	...	...	...	...	839¼	XX	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	...	1	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,588¼	2,586¾	2,586¾	2,587	2,587	...	2,588		
	Assisted companies.									
XXI	DELHI-UMBALLA-KALKA	162¼	...	...	...	...	...	160½	XXI	
XXII	TARKESSUR	22¼	...	...	...	...	...	22¼	XXII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	184½	183¾	183¾	183¾	183¾	...	182¾		
	Lines owned by native states and worked by companies.									
XXVII	KHÁMGAON	7½	...	...	...	...	...	7½	XXVII	
XXVIII	AMRÁOTI	5½	...	...	...	...	...	5½	XXVIII	
XXIX	BÍNA-GOONA	...	...	...	...	72¼	...	71¾	XXIX	
XXX	BHOPAL-UJJAIN	...	...	...	...	113½	...	113½	XXX	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44½	XXXI	
XXXII	THE NIZAM'S GUARANTEED STATE	(*a*) 329¾	(*b*) 2¼	...	...	...	...	332¼	XXXII	(*a*) Excluding the Trimulgherry troop siding.
XXXIII	NÁGDÁ-UJJAIN	...	...	...	...	...	34¾	34¾	XXXIII	
XXXIV	THE GAEKWAR'S PETLÁD	13½	...	...	...	...	...	13½	XXXIV	(*b*) Trimulgherry troop siding previously omitted now added.
XXXV	KOLAR GOLD-FIELDS	...	...	...	10	...	...	10	XXXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	2¼	...	10	185¾	34¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	400	402½	402½	412½	598½	...	632¾		
	Lines owned by native states and worked by state railway agency.									
XXXVI	RÁJPURA-BHÁTINDA	107¾	...	...	...	...	...	108	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	123¾	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR	...	243¾	246¾	287¾	457¼	392½	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,106½	10,348½	10,596¼	10,878½	11,344½	...	11,736		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D—*contd.*

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	Railway.	Mileage open at the end of 1891-92.	Opened during 1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	Mileage open at the end of 1896-97.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Metre gauge.									
	State lines worked by companies.									
XXXVIII	Bengal and North-Western—									
	Tirhoot section	341½	...	...	...	...	...	341¾	XXXVIII	
	Company's section	414½	...	6	...	...	63½	478½		
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	198½	23¼	7½	1¾	...	...	231¼	XXXIX	
XL	Rajputana-Malwa	1,674	...	...	...	...	...	1,674	XL	
XLI	Pálanpur-Deesa	...	...	17¼	...	...	...	17¼	XLI	
XLII	Southern Mahratta	1,043¾	...	...	...	...	...	1,042	XLII	
XLIII	Guntakal-Mysore frontier	...	(*a*) 63	56¼	...	...	..	119½	XLIII	(*a*) Transferred from the South Indian railway.
XLIV	Mysore section (Southern Mahratta)	311¼	20	(*c*) −35¼	...	...	...	296	XLIV	(*b*) Sixty-three miles transferred to the Guntakal-Mysore frontier railway.
XLV	South Indian	1,105¼	(*b*)—63	..	...	...	...	1,041¼	XLV	
XLVI	Máyavaram-Mutupet	...	...	...	54	...	...	54	XLVI	(*c*) Yesvantpur-Dodballapur and Mysore-Nanjangúd sections, now shown as Nos. LXII and LXIII, respectively.
XLVII	Assam-Bengal	...	...	...	...	159	201¾	360¾	XLVII	
XLVIII	Burma	...	...	...	...	...	(*d*) 886½	886½	XLVIII	(*d*) Transferred from "State lines worked by the State."
	Total mileage opened during each year	...	43½	52	55¾	159	1,151½	...		
	Total open mileage at the end of each year	5,089	5,132½	5,183¾	5,232	5,390¾	...	6,543		
	State lines worked by the State.									
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	442¾	35½	...	...	...	...	478½	XLIX	
	Dacca section	86	...	...	...	...	...	86		
	Cawnpore-Burhwal (metre gauge line)	...	...	...	...	...	(*e*) 34½	(*e*) 34½	L	(*e*) Including 16¾ miles from Burhwal to Barabanki, laid on a mixed gauge.
	Burma	558½	100	13	15½	141½	(*f*) —886½	...		(*f*) Transferred to "State lines worked by companies."
	Mu Valley	59								
	Total mileage opened during each year	...	135½	13	15½	141½	—852	...		
	Total open mileage at the end of each year	1,146¼	1,281¾	1,294¼	1,310	1,451	...	599		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—*contd.* APPENDIX

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	Railway.	Mileage open at the end of 1891-92.	Opened during 1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	Mileage open at the end of 1896-97.	Classification No.	Remarks.
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LI	DEOGHUR	4¾	...	...	...	...	...	4¾	LI	
LII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54	...	...	...	...	...	54	LII	
LIII	BENGAL DOOABS	...	27	5½	4½	...	...	36½	LIII	
LIV	DIBRU-SADIYA	77½	...	...	...	...	...	77½	LIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	27	5½	4½	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	136¼	* 163¼	168¾	172¾	172¾	...	172¾		
	Lines owned by native states and worked by companies.									
LX	THE GAEKWAR'S MEHSÁNA	92¾	...	...	...	...	...	92¾	LX	(*a*) Including the Yesvantpur-Doddallapur section previously included with the Mysore section (Southern Mahratta).
LXI	KOLHÁPUR	29	...	...	...	...	...	29	LXI	
LXII	YESVANTPUR-MYSORE FRONTIER	...	...	(*a*) 51½	...	...	...	51½	LXII	
LXIII	MYSORE-NANJANGÚD	...	...	(*b*) 15¼	...	...	...	15¼	LXIII	(*b*) Previously included with the Mysore section (Southern Mahratta).
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	66¾	...	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	121¾	121¾	188½	188¼	188¼	...	188¼		
	Lines owned and worked by native states.									
LXVI	JODHPORE-BICKANEER—								LXVI	
	JODHPORE SECTION	247½	73	...	...	...	...	364		
	BICKANEER SECTION	43½								
LXVII	OODEYPORE-CHITOR	...	...	...	...	60¼	...	60¼	LXVII	
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	333½	...	...	...	...	...	333½	LXVIII	
LXIX	JETALSAR-RÁJKOT	...	...	46¼	...	...	...	46¼	LXIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	73	46¼	...	60¼	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	624½	697½	744	744¼	804	...	804		
	Foreign lines.									
LXXI	WEST OF INDIA PORTUGUESE	51	...	...	...	...	...	51	LXXI	
LXXII	PONDICHERRY	7¾	...	...	...	...	...	7¾	LXXII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	58¾	58¾	58¾	58¾	58¾	...	58¾		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR	...	278¾	185¼	75½	360½	299¾	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,176½	7,455¼	7,637¾	7,706	8,065¼	...	8,365¾		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D—*concld.*

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	Railway.	Mileage open at the end of 1891-92.	Opened during 1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	Mileage open at the end of 1896-97.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Special gauges.									
	State lines worked by the State.									
	Nalhâti (4′ 0″)	27¼	(*a*)—27¼	...	...	...	...	...		(*a*) Incorporated with the East Indian railway on the 1st April 1892.
	Cherra-Companyganj (2′ 6″)	8	(*b*)—8	...	...	...	...	...		(*b*) Now treated as a steam tramway.
LXXV	Jorhât (2′ 0″)	28½	...	...	...	...	...	28	LXXV	
	Total mileage opened during each year	...	—35¼	...	...	...	...	...		
	Total open mileage at the end of each year	63¾	28¼	28	28	28	...	28		
	Assisted companies.									
LXXVI	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXVI	
LXXVII	Bârsi (2′ 6″)	...	...	...	...	...	21½	21½	LXXVII	
	Thatôn-Duyínzâik (2′ 0″)	8	(*b*)—8	...	...	...	...	...		
	Total mileage opened during each year	...	—8	...	...	...	21½	...		
	Total open mileage at the end of each year	59	51	51	51	51	...	72½		
	Line owned by native state and worked by company.									
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	71¾	...	...	...	...	...	71¾	LXXVIII	
	Line owned by native state and worked by state railway agency.									
LXXX	Cooch Behar (2′ 6″)	...	...	22½	...	...	...	22	LXXX	
	Line owned and worked by native state.									
LXXXI	Morvi (2′ 6″)	93½	...	...	½	...	...	94½	LXXXI	
	Total mileage of special gauge railways opened during each year	...	—43¼	22½	½	...	21½	...		
	Total open mileage of special gauge railways at the end of each year	288¼	244¾	266¾	267¼	267½	...	288½		
	Total mileage of all railways opened during each year	...	479½	452½	363¾	818½	713¾	...		
	Total open mileage of all railways at the end of each year	17,571¼	18,048½	18,500¾	18,851¾	19,677	...	20,390¼		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E.

APPENDIX

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	Railway.	Mileage open at the end of 1891.	Opened during 1892.	1893.	1894.	1895.	1896.	Mileage open at the end of 1896.	Classification No.	Remarks.
	Standard gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian	1,525½	(*d*) 84½	3	49¼	36	4¾	1,701	I	(*a*) Transferred on the 1st January 1891 from "State lines worked by the State."
	Patna-Gya	57½	(*e*)—57½	...	...	...	...	...		(*b*) Excluding 1¼ miles at Warora retained by the colliery as a siding on the transfer of this railway.
III	Bengal-Nágpur	831½	...	30	...	...	...	860¾	III	(*c*) Including the Jammu and Kashmir railway (British section) from the 1st April 1891.
IV	Indian Midland	677½	...	...	...	1¾	...	679¼	IV	(*d*) Including the Nalháti and Patna-Gya railways incorporated on the 1st April and the 1st July 1892, respectively.
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	(*e*) Incorporated on the 1st July 1892 with the East Indian railway.
VI	Godhra-Rutlam-Nágdá	...	...	25	90½	...	25¾	141	VI	(*f*) Including the Amritsar-Pathánkot railway incorporated on the 1st April 1892.
VII	Wardha Coal (*a*)	(*b*) 45	...	...	...	...	...	45	VII	(*g*) Amalgamated with the North Western State railway on the 1st April 1892.
VIII	Dhond-Manmád	145½	...	...	...	...	...	145½	VIII	(*h*) Bezwada-Gódávari section of the East Coast State railway.
IX	Bezwada extension (East Coast State)	21½	...	(*h*) 91	(*i*)—91	...	...	20½	IX	(*i*) Including the Bezwada-Gódávari section, East Coast State railway, retransferred to the state for working from the 1st January 1894.
X	Madras-Ennúr section (Bezwada-Madras)	...	...	...	...	...	8½	8½	X	(*j*) Three miles of metre gauge line from Tadépalli to Bezwada have been excluded from the mileage of this railway.
	Total mileage opened during each year	...	27¼	149	48¾	37¾	39	...		(*k*) Including three miles of metre gauge line from Tadépalli to Bezwada.
	Total open mileage at the end of each year	3,316½	3,344	3,493¾	3,541½	3,579¼	...	3,614¾		
	State lines worked by the State.									
XI	North Western	(*c*)2,289¾	(*f*)132	...	...	45½	236¼	2,714	XI	
	Amritsar-Pathánkot	66½	(*g*)—66½	...	...	...	...	...		
XII	Hyderabad-Shadipalli	...	59	...	...	...	...	59	XII	
XIII	Oudh and Rohilkhand	692½	...	48½	56	...	15¼	812½	XIII	
XIV	Eastern Bengal	248¼	...	...	...	...	...	250	XIV	
	Bengal Central	125	...	...	...	...	...	125		
XV	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8½	XV	
XVI	East Coast	...	...	174½	(*i*) 183	(*j*) 72½	73½	(*k*) 503½	XVI	
	Total mileage opened during each year	...	124½	223	239	118	325	...		
	Total open mileage at the end of each year	3,428¼	3,558¼	3,781½	4,019¼	4,143	...	4,472½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*contd.*

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	Railway.	Mileage open at the end of 1891.	Opened during 1892.	1893.	1894.	1895.	1896.	Mileage open at the end of 1896.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Standard gauge—*concld.*									
	Lines worked by guaranteed companies.									
XVIII	Great Indian Peninsula	1,288¼	...	...	...	...	1	1,288	XVIII	
XIX	Bombay, Baroda and Central India	460¾	...	...	...	...	...	460¾	XIX	
XX	Madras	839¼	...	...	...	...	...	839¼	XX	
	Total mileage opened during each year	...	...	...	...	...	1	...*		
	Total open mileage at the end of each year	2,588¼	2,586¾	2,586¾	2,587	2,587	...	2,588		
	Assisted companies.									
XXI	Delhi-Umballa-Kalka	162½	...	...	...	...	...	160½	XXI	
XXII	Tarkessur	22¼	...	...	...	...	...	22¼	XXII	
	Total open mileage at the end of each year	184⅓	183¾	183¾	183¾	183¾	...	182¾		
	Lines owned by native states and worked by companies.									
XXVII	Khámgaon	7½	...	...	...	...	...	7½	XXVII	
XXVIII	Amráoti	5½	...	...	...	...	...	5½	XXVIII	
XXIX	Bína-Goona	...	...	...	...	72¼	...	71¾	XXIX	
XXX	Bhopal-Ujjain	...	...	...	...	113½	...	113½	XXX	
XXXI	Bhopal-Itársi (Native state section)	44	...	...	...	...	...	44¼	XXXI	
XXXII	The Nizam's Guaranteed state	(*a*)329¾	(*b*) 2¼	...	...	...	...	332¼	XXXII	(*a*) Excluding the Trimulgherry troop siding.
XXXIII	Nágdá-Ujjain	...	...	...	...	...	34½	34½	XXXIII	(*b*) Trimulgherry troop siding previously omitted, now added.
XXXIV	The Gaekwar's Petlád	13½	...	...	...	...	...	13¼	XXXIV	
XXXV	Kolar Gold-fields	...	...	...	10	...	...	10	XXXV	
	Total mileage opened during each year	...	2¼	...	10	185¾	34½	...		
	Total open mileage at the end of each year	400	402½	402½	412½	598½	...	632¼		
	Lines owned by native states and worked by state railway agency.									
XXXVI	Rájpura-Bhátinda	107½	...	...	...	...	...	108	XXXVI	
XXXVII	Jammu and Kashmir (Native state section)	16	...	...	...	...	...	16	XXXVII	
	Total open mileage at the end of each year	123½	124	124	124	124	...	124		
	Total standard gauge mileage opened during each year	...	154	372	297½	341½	399½	...		
	Total standard gauge open mileage at the end of each year	10,041½	10,199½	10,572¼	10,868¼	11,215½	...	11,614½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—*contd.* APPENDIX

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	Railway.	Mileage open at the end of 1891.	Opened during 1892.	1893.	1894.	1895.	1896.	Mileage open at the end of 1896.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Metre gauge.									
	State lines worked by companies.									
XXXVIII	Bengal and North-Western—								XXXVIII	(*a*) Including the Bareilly-Pilibhit and the Lucknow-Sitapur-Seramau railways.
	Tirhoot section . .	338¼	3½	...	...	...	...	341¾		
	Company's section . .	400½	14	...	...	...	63½	478½		(*b*) Purchased from the late South Indian Guaranteed Railway Company on the 1st January 1891.
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon) (*a*)	198½	...	23½	9¼	...	...	231¼	XXXIX	(*c*) Transferred from the South Indian railway.
XL	Rajputana-Malwa . . .	1,674	...	...	...	...	...	1,674	XL	
XLI	Pálanpur-Deesa . . .	...	...	17½	...	...	...	17½	XLI	(*d*) Excluding sixty-three miles transferred to Guntakal-Mysore frontier railway.
XLII	Southern Mahratta . .	1,043¾	...	...	...	...	...	1,042	XLII	(*e*) Yesvantpur-Dodballapur and Mysore-Nanjangúd sections, now shown as Nos. LXII and LXIII respectively.
XLIII	Guntakal-Mysore frontier .	...	(*c*) 63	56½	...	...	...	119½	XLIII	
XLIV	Mysore section (Southern Mahratta)	311¼	20	(*e*)—35¼	...	...	...	296	XLIV	(*f*) Transferred from "State lines worked by the State."
XLV	South Indian (*b*) . .	901	(*d*) 141¼	...	...	...	...	1,041½	XLV	(*g*) Including 52½ miles opened during 1896.
XLVI	Máyavaram-Mutupet . .	...	...	...	54	...	...	54	XLVI	(*h*) Including 16¾ miles from Burhwal to Barabanki, laid on a mixed gauge.
XLVII	Assam-Bengal	...	...	...	....	129½	156½	286	XLVII	
XLVIII	Burma	...	...	...	...	...	(*f*)&(*g*) 886½	886½	XLVIII	(*i*) Transferred to "State lines worked by companies."
	Total mileage opened during each year	...	241¾	62	63¼	129½	1,106½	...		
	Total open mileage at the end of each year . . .	4,867½	5,109	5,170¼	5,231¾	5,361¼	...	6,468½		
	State lines worked by the State.									
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	442¾	35½	...	...	...	...	478½	XLIX	
	Dacca section . . .	86	...	...	...	...	...	86		
L	Cawnpore-Burhwal (metre gauge link)	...	...	...	...	...	(*h*) 34½	(*i*) 34½	L	
	Burma	558½	100	13	15½	89	(*i*)-834¼	...		
	Mu Valley	59								
	Total mileage opened during each year	...	135½	13	15½	89	—799¾	...		
	Total open mileage at the end of each year . . .	1,146½	1,281¾	1,294¼	1,309¾	1,398¾	...	599		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*contd.*

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	Railway.	Mileage open at the end of 1891.	Opened during 1892.	1893.	1894.	1895.	1896.	Mileage open at the end of 1896.	Classification No.	Remarks.
	Metre gauge—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LI	Deoghur	4¾	...	...	...	...	...	4¾	LI	
LII	Rohilkund and Kumaon (Company's section)	54	...	...	...	...	...	54	LII	
LIII	Bengal Dooars	...	...	32¼	4¼	...	...	36½	LIII	
LIV	Dibru-Sadiya	77½	...	...	...	...	...	77½	LIV.	
	Total mileage opened during each year	...	...	32¼	4¼	...	...	...		
	Total open mileage at the end of each year	136¼	136¼	168½	172¾	172¾	...	172¾		
	Lines owned by native states and worked by companies.									
LX	The Gaekwar's Mehsána	92¾	...	...	...	...	...	92¾	LX	
LXI	Kolhápur	29	...	...	...	...	...	29	LXI	
LXII	Yesvantpur-Mysore frontier	...	...	(*a*) 51½	...	...	...	51½	LXII	(*a*) Including the Yesvantpur-Doddaballapur section, previously included with the Mysore section (Southern Mahratta).
LXIII	Mysore-Nanjangúd	...	...	(*b*) 15¼	...	...	...	15¼	LXIII	
	Total mileage opened during each year	...	...	66¾	...	...	...	...		(*b*) Previously included with the Mysore section (Southern Mahratta).
	Total open mileage at the end of each year	121¾	121¾	188½	188¼	188¼	...	188¼		
	Lines owned and worked by native states.									
LXVI	Jodhpore-Bickaneer—								LXVI	
	Jodhpore section	247½	73	...	...	...	...	364		
	Bickaneer section	43½								
LXVII	Oodeypore-Chitor	...	..	...	...	60¼	...	60¼	LXVII	
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	333½	...	...	...	...	...	333½	LXVIII	
LXIX	Jetalsar-Rájkot	...	...	46¼	...	...	...	46¼	LXIX	
	Total mileage opened during each year	...	73	46¼	...	60¼	...	...		
	Total open mileage at the end of each year	624½	697½	744	744¼	804	...	804		
	Foreign lines.									
LXXI	West of India Portuguese	51	...	...	...	...	...	51	LXXI	
LXXII	Pondicherry	7¾	...	...	...	...	...	7¾	LXXII	
	Total open mileage at the end of each year	58¾	58¾	58¾	58¾	58¾	...	58¾		
	Total metre gauge mileage opened during each year	...	450¼	220¼	83	278¾	306¾	...		
	Total metre gauge open mileage at the end of each year	6,954¾	7,405	7,624¼	7,705½	7,983¾	...	8,291		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—*concld.*

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	Railway.	Mileage open at the end of 1891.	Opened during 1892	1893.	1894.	1895.	1896.	Mileage open at the end of 1896.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Special gauges.									
	State lines worked by the State.									
	Nalhâti (4′ 0″)	27½	(a)—27½	...	...	...	...	...		(a) Incorporated with the East Indian railway on the 1st April 1892.
	Cherra Companyganj (2′ 6″)	8	(b)—8	...	...	...	...	...		(b) Now treated as a steam tramway.
LXXV	Jorhât (2′ 0″)	28½	...	...	...	...	...	28	LXXV	(c) The difference between the mileage shown here and that in Part I of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.
	Total mileage opened during each year	...	—35½	...	...	...	...	...		
	Total open mileage at the end of each year	63½	28½	28	28	28	...	28		
	Assisted companies.									
LXXVI	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXVI	
	Thatôn-Duyínzâik (2′ 0″)	8	(b)—8	...	...	...	...	...		
	Total mileage opened during each year	...	—8	...	...	...	...	...		
	Total open mileage at the end of each year	59	51	51	51	51	...	51		
	Line owned by native state and worked by company.									
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	71½	...	...	...	...	...	71½	LXXVIII	
	Line owned by native state and worked by state railway agency.									
LXXX	Cooch Behar (2′ 6″)	...	...	22½	...	...	...	22½	LXXX	
	Line owned and worked by native state.									
LXXXI	Morvi (2′ 6″)	93½	...	...	½	...	...	94½	LXXXI	
	Total mileage of special gauge railways opened during each year	...	—43½	22½	½	...	...	...		
	Total open mileage of special gauge railways at the end of each year	288½	244½	266½	267½	267½	...	267½		
	Total mileage of all railways opened during each year	...	561	614½	381½	620½	706½	...		
	Total open mileage of all railways at the end of each year	17,284½	17,849	(c) 18,463½	18,841	19,466½	...	20,172½		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years *vide* previous administration reports.

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian—*			
	Moghal Sarai to Gya	126·26		
	Mile 4·32 from Salanpur to Shamdi	0·98		
			127·24	
III	*Bengal-Nágpur—*			
	Sini *viâ* Midnapore to Howrah	170·00		
	Midnapore to Barang (Cuttack)	190·00		
			360·00	
IV	*Indian Midland—*			
	Saugor to Katni	116·00	116·00	
	Total	...	603·24	
	State lines worked by the State.			
XI	*North Western—*			
	Lyallpur to Khánewal	105·00		
	Roumia to Basál (New Pind Sultáni)	25·00		
	Langar (*a*) to Mári	55·00		(*a*) The length between Basál (New Pind Sultáni) and Langar, 16 miles, is a part of the open mileage of the Khusálgarh branch of the North Western State railway.
	Kotri to Hyderabad (Sind)	5·30		
			190·30	
XIII	*Oudh and Rohilkhand—*			
	Rae Bareli to Benares Cantonment	138·69	138·69	
XIV	*Eastern Bengal—*			
	Belgáchi to the Ganges	2·33		
	Panchooria to the Ganges	5·50		
	Panchooria to Faridpur	14·59		
			22·42	
XVII	*Bezwada-Madras (Ennúr-Bezwada section)—*			
	Ennúr to Gúdúr	74·60		
	Nellore (*b*) to Tadêpalli	*155·65	230·25	(*b*) The existing section of the South Indian, metre gauge, railway between Gudur and Nellore, 24·24 miles, which is under conversion to the standard gauge, will form part of this railway.
	Total	...	581·66	
	Line worked by guaranteed company.			
XVIII	*Great Indian Peninsula—*			
	Amalner to Jalgaon	38·07	38·07	
	Assisted companies.			
XXIII	*South Behar (Luckeeserai-Gya)—*			
	Luckeeserai to Gya	78·81	78·81	
XXIV	*Southern Punjab (Delhi-Samásata)—*			
	Delhi *viâ* Bhátinda to Samásata	400·71	400·71	
XXV	*Hardwar-Dehra—*			
	Hardwar to Dehra	30·00	30·00	
XXVI	*Tapti Valley—*			
	Surat to Amalner	162·47	162·47	
	Total	...	671·99	
	Line owned by native state and worked by company.			
XXIX	*Bína-Goona—*			
	Goona to Bara	76·20	76·20	
	Total standard gauge	...	1,971·16	

APPENDIX F—*contd.* APPENDIX

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
	Metre gauge.			
	State lines worked by companies.			
XXXVIII	*Bengal and North-Western—*			
	Tirhoot section—			
	Hajeepore to Begamsarai	44·25		
	Garhara to Katihár	116·75		
		161·00		
	Company's section—			
	Turtipur to Benares	83·20		
	Mau to Azamgarh	27·00		
	Mau *vid* Ballia to Revelganj	71·32		
	Saiyedpur Bhitri to Gházipur	29·00		
	Salimpur to Barhaj	12·77		
	Balrámpur to Tulsipúr	20·00		
	Jangal Motipur to Katarnian Ghât	27·08		
		270·37		
			431·37	
XLVII	*Assam-Bengal—*			
	Badarpur to Makum	325·32		
	Badarpur to Silchar	18·62		
	Lumding to Jamuna Mukh	37·63		
			381·57	
XLVIII	*Burma—*			
	Mogaung to Myitkyina	37·00		
	Myohaung to the right bank of the Salween river	230·72		
			267·72	
	Total	...	1,080·66	
	State line worked by the State.			
L	*Cawnpore-Burhwal (metre gauge link)—*			
	Aishbagh to Cawnpore	45·03	45·03	
	Carried over	...	1,125·69	

F—*contd.*

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
	Brought forward	...	1,125·69	
	Assisted companies.			
LV	*Ahmedabad-Parántij*—			
	Ahmedabad to Ahmednagar	54·59	54·59	
LVI	*Sultanpur-Bogra-Kaliganj*—			
	Sultanpur to Kaliganj	60·00	60·00	
LVII	*Mymensingh-Jamalpur-Subhankhali*—			
	Mymensingh to Subhankhali	63·00	63·00	
LVIII	*Segowlie-Raksaul*—			
	Segowlie to Raksaul	18·00	18·00	
LIX	*Nilgiri*—			
	Méttupálaiyam to Coonoor	16·81	16·81	
	Total	...	212·40	
	Lines owned by native states and worked by companies.			
LXIII	*Mysore-Nanjangúd*—			
	Nanjangúd station to a point 0·50 mile nearer Nanjangúd town	0·50	0·50	
LXIV	*Birur-Shimoga*—			
	Birur to Shimoga	38·53	38·53	
LXV	*Hyderabad-Gódávari Valley*—			
	Hyderabad to Manmád	389·81	389·81	Commencement of earthwork as far as the Ankai Pass, 5·75 miles from Manmád, authorized for famine relief purposes.
	Total	...	428·84	
	Lines owned and worked by native states.			
LXVI	*Jodhpore-Bickaneer*—			
	Jodhpore section—			
	Bálotra to the Jodhpore frontier	134·92		Commencement of earthwork sanctioned for famine relief purposes.
	Bickaneer section—			
	Bickaneer to Khabi	41·62	176·54	Commenced as a measure of famine relief.
LXX	*Rájkot-Jámnagar*—			
	Rájkot to Jámnagar	50·29	50·29	
	Total	...	226·83	
	Foreign line.			
LXXIII	*Karikal-Peralam*—			
	Peralam to Karikal	14·45	14·45	
	Total metre gauge	...	2,008·21	

APPENDIX F—*concld.*

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
	Special gauges.			
	State line worked by company.			
LXXIV	*Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—*			
	Raipur to Dhamtari	45·00		
	Abhanpur to Rajim	11·67	56·67	Commencement of earthwork on a portion of the branch has been authorized for famine relief purposes.
	Lines owned by native states and worked by company.			
LXXVIII	*The Gaekwar's Dabhoi (2′ 6″)—*			
	Vishvámitri to Padra	7·18		
			7·18	
LXXIX	*Anklesvar-Párdi section (Rajpipla) (2′ 6″)—*			
	Anklesvar to Párdi	19·73	19·73	
	Total	...	26·91	
	Line owned by native state and worked by state railway agency.			
LXXX	*Cooch Behar (2′ 6″)—*			
	Right bank of the Torsa river to the town of Cooch Behar	2·25	2·25	
	Line owned and worked by native state.			
LXXXII	*Gwalior-Sipri—*			
	Gwalior to Sipri	72·96	72·96	Gauge undecided. Commencement of earthwork on the Gwalior-Mahona section authorized for famine relief purposes.
	Total special gauges	...	158·79	
	TOTAL ALL GAUGES	...	4,138·16	
	Steam tramways working outside municipal limits.			
	Howrah-Amta (2′ 0″)—			
	Telkul ghât (Howrah) to Amta	30·00	30·00	
	Howrah-Sheakhalla (2′ 0″)—			
	Telkul ghât (Howrah) to Sheakhalla	20·00	20·00	
	Ránaghat-Krishnagarh (2′ 6″)—			
	Ránaghat to Krishnagarh	19·00	19·00	
	Mangaldai (2′ 6″)—			
	Rángamati to Ghagrapara	35·00	35·00	
	Total	...	104·00	

Statement showing the total approximate earnings from the 1st January to the 31st March 1897, as compared with the actuals of the corresponding periods of 1895 and 1896.

Classification No.	Railway.	1st January to 31st March 1895.	1st January to 31st March 1896.	1st January to 31st March 1897.	Remarks.
		Rs.	Rs.	Rs.	
	Standard gauge.				
	State lines worked by companies.				
I	East Indian	1,43,69,135	1,48,59,007	1,55,05,431	
II	Bengal Central	(a)	(a)	2,24,492	(a) See "State lines worked by the State."
III	Bengal-Nágpur	24,77,701	21,51,659	19,01,833	
IV	Indian Midland	13,16,016	12,67,054	13,72,496	
VI	Godhra-Rutlam-Nágdá	2,74,346	3,13,030	2,82,111	
IX	Bezwada extension (East Coast State)	40,814	52,526	47,900	
X	Madras-Ennúr section (Bezwada-Madras)	...	(b) 7,877	18,166	(b) Earnings from the date of opening, *viz.*, 22nd February 1896.
	Total	1,84,78,012	1,86,51,153	1,93,52,429	
	State lines worked by the State.				
XI	North Western (c)	89,47,066	82,40,331	74,95,000	(c) Including the Jammu and Kashmir railway (Native state section.)
XII	Hyderabad-Shadipalli	44,107	49,525	52,000	
XIII	Oudh and Rohilkhand	31,83,611	25,85,199	20,18,257	
XIV	Eastern Bengal (d)	35,01,909	32,23,475	30,95,521	(d) Including the metre and special gauge sections.
	Bengal Central	2,22,737	2,11,565	(e)	
XVI	East Coast	4,45,947	5,95,316	6,35,748	(e) See "State lines worked by companies."
	Total	1,63,45,377	1,49,05,411	1,32,96,526	
	Lines worked by guaranteed companies.				
XVIII	Great Indian Peninsula (f)	1,02,39,592	1,11,43,739	82,43,633	(f) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
XIX	Bombay, Baroda and Central India	45,52,222	46,84,561	35,63,022	
XX	Madras	28,05,038	26,42,396	27,84,997	
	Total	1,75,96,852	1,84,70,696	1,45,91,652	
	Assisted companies.				
XXI	Delhi-Umballa-Kalka	3,76,208	3,34,841	3,27,070	
XXII	Tarkessur	86,470	84,406	86,735	
	Total	4,62,678	4,19,247	4,13,805	
	Lines owned by native states and worked by companies.				
XXIX	Bína-Goona	...	16,549	30,936	
XXX	Bhopal-Ujjain	...	(g) 15,029	1,19,062	(g) Earnings from goods traffic only. The line was opened for goods traffic on the 11th November 1895, and for passenger traffic on the 4th April 1896.
XXXI	Bhopal-Itársi (Native state section) (h)	1,15,595	1,34,426	1,21,000	
XXXII	The Nizam's Guaranteed state	8,96,809	9,09,308	9,22,359	
XXXIII	Nágdá-Ujjain	....	...	27,147	(h) Including the Bhopal-Itársi (British section).
XXXIV	The Gaekwar's Petlád	17,574	20,115	12,619	
XXXV	Kolar Gold-fields	32,203	35,745	51,912	
	Total	10,62,181	11,31,172	12,85,035	
	Line owned by native state and worked by state railway agency.				
XXXVI	Rájpura-Bhátinda	5,06,328	2,82,186	1,79,000	
	Total standard gauge	5,44,51,428	5,38,59,865	4,91,18,447	

APPENDIX G—*concld.*

Statement showing the total approximate earnings from the 1st January to the 31st March 1897, as compared with the actuals of the corresponding periods of 1895 and 1896.

Classification No.	Railway.	1st January to 31st March 1895.	1st January to 31st March 1896.	1st January to 31st March 1897.	Remarks.
	Metre gauge.	Rs.	Rs.	Rs.	
	State lines worked by companies.				
XXXVIII	Bengal and North-Western—				
	Tirhoot section	16,17,399	16,32,604	14,64,476	
	Company's section				
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	2,72,009	2,59,260	2,19,434	
XL	Rajputana-Malwa	68,84,442	59,05,128	48,72,832	
XLI	Pálanpur-Deesa	11,203	10,565	11,316	
XLII	Southern Mahratta	15,66,987	17,26,313	15,44,160	
XLIII	Guntakal-Mysore frontier	1,08,302	1,15,798	1,20,009	
XLIV	Mysore section (Southern Mahratta)	3,60,858	3,90,268	3,92,479	
XLV	South Indian	20,47,000	21,61,146	21,73,861	
XLVI	Máyavaram-Mutupet	47,600	52,710	61,723	
XLVII	Assam-Bengal	...	2,00,634	2,76,346	
XLVIII	Burma	(a)	(a)	28,60,597	(a) See "State lines worked by the State."
	Total	1,29,15,800	1,24,54,426	1,39,97,233	
	State line worked by the State.				
	Burma	22,06,682	24,38,960	(b)	(b) See "State lines worked by companies."
	Assisted companies.				
LII	Rohilkund and Kumaon (Company's section)	79,329	77,263	97,989	
LIII	Bengal Dooars	40,342	49,188	52,116	
LIV	Dibru-Sadiya	1,57,937	1,59,322	1,89,656	
	Total	2,77,608	2,85,773	3,39,761	
	Lines owned by native states and worked by companies.				
LX	The Gaekwar's Mehsána	99,257	90,614	78,473	
LXI	Kolhápur	29,470	32,394	26,702	
LXII	Yesvantpur-Mysore frontier	46,887	54,609	60,897	
LXIII	Mysore-Nanjangúd	9,084	9,275	7,415	
	Total	1,84,698	1,86,892	1,73,487	
	Lines owned and worked by native states.				
LXVI	Jodhpore-Bickaneer—				
	Jodhpore section	2,79,309	3,51,792	3,15,488	
	Bickaneer section	21,902	28,014	36,656	
LXVII	Oodeypore-Chitor	...	34,918	30,141	
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	5,10,961	6,48,430	5,41,883	
LXIX	Jetalsar-Rájkot	45,108	54,270	50,273	
	Total	8,57,280	11,17,424	9,74,441	
	Total metre gauge	1,64,42,068	1,64,83,475	1,54,84,922	
	Special gauges.				
	State line worked by the State.				
LXXV	Jorhát (2′ 6″)	16,265	11,917	24,789	
	Assisted company.				
LXXVI	Darjeeling-Himalayan (2′ 6″)	1,56,452	1,67,211	1,46,000	
	Line owned by native state and worked by company.				
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	52,188	85,431	60,038	
	Line owned by native state and worked by state railway agency.				
LXXX	Cooch Behar (2′ 6″)	17,360	19,544	19,852	
	Line owned and worked by native state.				
LXXXI	Morvi (2′ 6″)	84,808	95,547	98,328	
	Total special gauges	3,27,073	3,79,650	3,44,007	
	Total of all railways	7,12,20,569	7,07,22,990	6,49,47,376	

APPENDIX H.

Principal commodities carried and the earnings therefrom during 1896, as compared with the previous year.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

STATE LINES WORKED

Progressive No.	Description of commodity.	I.—East Indian.				III.—Bengal-Nágpur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year	1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	2,553,525	2,879,056	94,40,281	1,01,40,512	527,648	570,928	2,85,097	2,80,092
2	Cotton, raw	52,844	51,432	9,50,359	8,04,494	4,792	8,501	54,729	91,161
3	Cotton, manufactured	79,848	79,361	20,89,446	20,06,948	11,433	10,954	1,44,582	1,54,744
4	Drugs and chemicals	4,685	3,968	1,00,706	98,585	234	216	4,142	3,990
5	Dyes and tans	22,863	19,456	5,32,758	4,54,559	16,958	15,740	1,42,158	1,25,484
6	Grain and pulse	872,804	820,296	58,93,624	55,23,405	250,211	183,669	21,87,811	15,60,514
7	Hides and skins	38,396	28,566	6,43,834	4,64,623	4,548	5,329	43,863	57,168
8	Horns	938	800	17,472	13,829	352	374	3,847	4,958
9	Jute	89,775	97,818	9,39,286	8,46,090	4,816	4,606	60,041	64,296
10	Lac	24,740	28,320	3,54,124	4,20,068	8,910	9,104	51,112	50,551
11	Leather, manufactured	2,136	2,490	66,506	72,481	263	161	1,857	1,645
12	Liquors	7,754	7,005	1,78,292	1,64,069	904	824	5,431	6,620
13	Metals	79,338	80,248	10,07,016	9,98,531	3,824	3,591	36,772	40,795
14	Oils	65,614	66,145	7,85,062	7,56,005	8,341	6,237	1,24,183	80,733
15	Oil-seeds	264,119	296,180	23,20,157	20,15,136	33,300	35,065	3,07,669	3,09,034
16	Opium	8,979	9,602	2,32,270	2,36,552	32	29	1,143	1,049
17	Paper and paste-board	8,023	7,983	1,08,373	97,627	529	479	13,549	11,850
18	Provisions	73,958	76,852	10,39,561	11,18,762	8,129	6,056	1,07,685	67,193
19	Railway plant and rolling-stock carried for the public and foreign railways.	57,365	99,228	3,68,269	4,01,237	38,030	52,539	1,67,440	2,35,150
20	Salt	243,702	264,336	12,73,991	12,77,094	43,211	40,670	2,81,524	2,64,057
21	Saltpetre, &c.	40,694	50,796	4,11,979	5,19,955	...	...	...	...
22	Silk, raw	824	961	12,364	13,399	295	353	4,907	6,297
23	Silk piece-goods	150	141	4,640	4,337	...	...	...	...
24	Spices	18,698	15,244	4,07,693	3,13,005	2,106	1,853	30,635	24,852
25	Stone and lime	188,713	176,615	7,32,961	7,10,715	13,749	11,126	64,087	73,150
26	Sugar	159,790	172,804	7,77,781	7,60,048	6,761	6,104	71,107	68,080
27	Tea	1,808	1,710	31,626	22,985	280	253	2,079	1,971
28	Timber	43,798	46,470	1,85,158	2,31,109	28,276	24,930	1,17,589	1,06,922
29	Tobacco	22,333	31,646	2,61,236	3,91,418	1,814	2,559	18,495	22,790
30	Wool, raw	1,001	1,062	20,915	20,146	...	...	...	...
31	Wool, manufactured	1,646	1,690	54,332	58,100	...	...	...	...
32	All other articles of merchandise	301,056	288,154	29,87,110	28,53,971	35,503	46,403	1,79,641	2,32,847
	Total	5,331,917	5,706,935	3,42,29,182	3,38,09,795	1,055,254	1,048,633	45,13,175	39,47,993

H.

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE.												
BY COMPANIES.								STATE LINES WORKED BY THE STATE.				
IV.—Indian Midland (*a*).				VI.—Godhra-Rutlam-Nágdá.				XI.—North Western (*b*).				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,080	2,120	9,183	7,888	105	40	317	98	21,832	30,343	63,132	1,05,796	1
24,088	21,306	2,63,125	2,15,316	11,604	12,318	77,900	87,996	43,049	48,576	7,91,815	9,14,932	2
9,652	9,269	1,60,554	1,67,257	6,257	5,705	52,811	48,290	41,029	38,782	9,95,439	9,57,117	3
705	440	10,525	9,030	373	272	2,302	2,037	10,659	10,496	1,77,782	1,59,082	4
3,406	2,927	29,210	25,355	1,079	1,075	8,360	8,272	13,604	11,361	2,36,137	2,08,289	5
136,720	159,793	8,25,503	10,25,962	65,028	99,266	2,11,582	3,23,333	1,079,977	654,359	81,65,639	36,26,222	6
4,824	6,079	56,330	75,371	371	308	1,745	1,491	21,103	17,975	2,79,235	2,19,497	7
11,599	8,266	65,899	45,963	72	7	279	41	415	594	4,877	5,392	8
2,797	3,007	22,727	25,443	3,286	2,962	15,731	14,115	33,198	22,471	2,03,618	1,59,651	9
349	282	3,660	3,182	76	63	282	263	386	333	5,525	3,999	10
402	441	8,266	10,127	32	29	175	246	2,342	2,054	47,637	38,933	11
1,689	1,640	22,194	23,166	377	637	2,257	3,620	13,769	13,273	2,12,553	2,05,911	12
6,225	8,717	64,055	92,643	2,824	3,606	14,861	19,808	49,352	49,753	7,54,495	8,62,500	13
3,747	3,340	35,537	30,041	2,252	2,775	12,189	14,944	19,554	20,896	2,44,514	2,94,088	14
17,363	27,808	1,17,698	2,04,136	34,707	29,750	1,26,677	1,05,725	141,255	112,652	10,22,512	8,03,305	15
98	212	706	1,876	1,335	1,333	18,567	18,410	111	99	835	822	16
386	361	6,630	7,064	135	123	865	836	2,115	2,589	34,978	40,053	17
13,698	15,678	1,35,642	1,54,412	4,834	4,307	25,777	22,941	87,704	81,407	10,54,940	8,84,529	18
2,693	1,276	15,842	14,187	11,189	8,827	34,613	18,742	89,197	127,697	2,97,138	10,20,209	19
26,802	32,830	1,72,005	2,28,624	26,739	26,791	1,13,610	1,19,189	95,398	95,415	6,04,192	6,05,502	20
178	377	1,857	3,535	23	73	121	448	6,639	7,345	62,742	71,276	21
4	2	94	25	...	1	...	7	295	385	4,734	6,822	22
11	7	513	270	...	...	3	5	72	72	1,719	1,643	23
4,703	3,665	53,493	39,834	1,550	1,159	10,624	7,619	10,619	9,504	1,40,222	1,34,083	24
22,772	25,505	34,319	48,799	250	608	624	1,390	158,812	155,552	2,22,569	4,12,346	25
25,833	28,639	2,15,623	2,79,254	4,237	4,615	21,573	24,267	165,623	149,476	16,40,851	13,98,241	26
190	113	4,249	2,509	19	20	144	158	3,805	3,690	71,007	66,660	27
13,528	15,204	31,076	35,795	1,277	1,252	3,393	3,274	48,953	53,063	1,76,321	1,92,985	28
2,096	3,161	26,044	38,075	5,650	8,589	45,919	73,201	11,921	13,542	1,40,470	1,70,627	29
88	190	1,454	3,535	10	6	129	63	14,024	17,448	4,83,742	5,80,331	30
142	163	2,799	2,791	58	36	463	242	2,634	2,047	50,723	38,978	31
18,220	18,473	1,58,258	1,92,157	22,286	33,025	48,224	65,914	209,760	220,599	20,60,987	17,47,619	32
356,588	401,291	25,55,070	30,13,622	208,035	249,578	8,52,117	9,86,985	2,399,206	1,973,848	2,02,52,980	1,59,37,440	

(*a*) Including the Bhopal-Itársi, the Bina Goona and the Bhopal-Ujjain railways.
(*b*) Including the Jammu and Kashmir railway (Native state section.)

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

STATE LINES WORKED

Progressive No.	Description of commodity.	XII.—Hydefabad-Shadipalli.				XIII.—Oudh and Rohilkhand.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	2	143	1	40	27,689	22,018	89,314	72,874
2	Cotton, raw	6,785	9,800	18,186	18,956	6,060	6,772	58,210	63,457
3	Cotton, manufactured	869	1,036	2,820	2,657	17,072	17,828	1,33,472	1,38,044
4	Drugs and chemicals	222	568	730	1,334	965	679	9,340	7,950
5	Dyes and tans	315	423	553	680	4,904	5,119	42,320	38,328
6	Grain and pulse	4,139	13,158	7,239	15,226	313,110	383,334	27,89,140	15,03,758
7	Hides and skins	604	715	1,639	1,890	10,427	5,754	65,333	34,639
8	Horns	...	1	...	1	529	673	3,372	3,362
9	Jute	743	955	1,413	1,410	11,307	9,377	66,077	44,155
10	Lac	14	18	32	31	351	333	1,927	1,505
11	Leather, manufactured	97	57	307	169	445	394	4,643	4,676
12	Liquors	39	115	165	337	4,131	3,775	39,375	38,117
13	Metals	831	982	1,414	1,632	17,457	14,316	1,08,166	84,884
14	Oils	201	380	474	809	12,492	10,114	79,722	60,317
15	Oil-seeds	12,351	10,290	21,606	9,104	39,637	47,121	1,92,547	1,69,567
16	Opium	...	3	...	19	811	1,033	24,492	33,548
17	Paper and paste-board	9	21	32	41	2,258	2,787	10,941	15,265
18	Provisions	1,933	2,648	5,774	6,514	10,336	9,808	60,738	59,793
19	Railway plant and rolling-stock carried for the public and foreign railways.	522	652	636	315	7,002	4,478	7,238	9,903
20	Salt	289	740	285	502	82,239	77,424	3,26,068	3,00,578
21	Saltpetre, &c.	96	295	167	510	1,728	2,307	7,016	9,720
22	Silk, raw	30	30	90	93	1	3	2	36
23	Silk piece-goods	3	2	12	3	9	8	62	61
24	Spices	91	177	234	326	5,418	4,269	54,447	41,615
25	Stone and lime	1,002	2,960	1,218	1,794	40,961	25,391	54,189	39,955
26	Sugar	1,379	2,358	2,584	2,908	151,047	191,881	6,30,521	7,85,207
27	Tea	4	6	3	5	443	312	5,291	4,030
28	Timber	237	660	342	565	22,121	20,702	78,525	75,975
29	Tobacco	50	197	146	295	6,068	5,666	33,361	32,176
30	Wool, raw	247	373	918	1,450	217	221	1,359	826
31	Wool, manufactured	9	16	36	25	225	179	2,456	2,231
32	All other articles of merchandise	2,725	6,109	6,680	6,989	142,076	128,603	5,00,966	4,91,490
	Total	35,888	55,888	75,736	76,630	1,139,556	1,002,729	54,75,530	41,67,542

H—*contd.*

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—*contd.*

BY THE STATE—*contd.*

XIV.—Eastern Bengal system.				Bengal Central				XV.—Calcutta Port Commissioners'				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year	1896.	
Tons.	Tons.	Rs.	Rs	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
323,564	137,820	1,66,216	1,59,178	22,143	24,616	22,992	26,703	14,128	16,345	5,335	6,080	1
8,907	4,369	13,170	12,644	100	70	328	198	3,496	7,727	1,766	2,135	2
43,934	43,340	3,98,868	3,95,415	5,772	5,418	15,860	15,250	16,793	16,029	18,843	17,544	3
607	666	11,167	11,944	34	27	164	177	329	250	498	460	4
4,741	3,795	25,877	22,591	1,380	611	2,258	1,021	1,486	1,827	1,139	1,410	5
160,917	308,988	4,76,170	10,62,298	22,966	12,860	37,206	20,870	79,180	116,480	44,831	73,355	6
11,377	10,986	60,144	60,021	295	301	693	763	70	92	92	98	7
93	116	466	588	...	2	...	12	4	9	7	9	8
539,344	512,607	43,07,955	39,78,186	41,707	45,918	1,37,818	1,42,530	335,853	389,446	1,78,070	1,95,293	9
546	617	4,143	4,560	...	...	...	...	1,059	1,802	969	1,213	10
561	459	5,753	4,479	58	49	221	155	24	...	50	...	11
1,479	1,495	20,225	20,812	43	47	179	181	219	169	432	287	12
23,765	24,841	2,21,852	2,39,155	1,407	1,167	4,090	3,374	13,211	21,796	13,303	17,726	13
106,714	103,260	2,58,419	2,34,883	6,349	5,568	11,503	10,002	1,620	958	2,270	1,707	14
24,087	34,541	74,711	1,28,576	5,065	3,925	7,004	5,809	20,181	71,927	10,782	20,960	15
12	15	201	264	...	...	...	...	3,302	5,436	2,883	4,904	16
2,861	3,483	12,968	15,068	200	248	736	937	2,582	3,716	2,833	3,493	17
20,306	20,794	1,43,088	1,41,378	4,141	4,498	8,678	10,285	3,510	4,390	3,023	3,633	18
44	1,214	22	401	...	...	...	...	...	697	...	282	19
58,674	69,735	2,90,606	2,87,586	4,130	7,056	5,640	12,114	977	131	941	399	20
65	64	522	438	...	...	...	...	20	78	23	51	21
255	210	2,672	2,166	...	...	...	...	30	19	61	51	22
6	12	101	213	...	...	...	...	9	28	54	46	23
27,498	21,684	1,38,112	1,41,836	16,938	10,135	43,756	24,790	15,456	11,640	11,079	8,838	24
12,934	11,961	28,469	31,244	2,328	200	886	341	7,926	9,848	3,480	4,191	25
30,650	34,508	1,42,037	1,48,200	7,070	8,745	15,714	21,166	16,758	7,633	11,179	5,781	26
35,650	39,177	7,31,414	7,97,591	7	3	6	2	25,896	52,361	9,207	8,360	27
5,741	6,066	28,867	28,466	382	410	1,270	1,450	1,505	3,170	1,260	2,600	28
22,749	26,251	2,06,790	2,49,121	2,245	1,913	5,802	4,531	2,257	1,732	2,017	1,754	29
1,251	1,139	19,404	14,348	...	...	...	...	1,652	1,739	1,200	1,106	30
101	85	810	660	...	2	...	15	2	12	3	17	31
101,055	112,641	4,42,632	4,88,332	8,826	11,280	28,021	20,898	15,556	31,370	18,520	21,396	32
1,565,488	1,536,939	82,33,851	86,82,642	153,586	145,069	3,42,825	3,23,574	585,091	777,852	3,46,250	4,05,184	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

Progressive No.	Description of commodity.	State lines worked by the State—*concld.* XVI.—East Coast. Quantity. Previous year.	State lines worked by the State—*concld.* XVI.—East Coast. Quantity. 1896.	State lines worked by the State—*concld.* XVI.—East Coast. Earnings. Previous year.	State lines worked by the State—*concld.* XVI.—East Coast. Earnings. 1896.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Quantity. Previous year.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Quantity. 1896.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Earnings. Previous year.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Earnings. 1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	15,537	8,660	33,853	12,903	124,290	172,392	3,81,866	6,06,026
2	Cotton, raw	1,219	174	2,495	853	191,748	190,863	44,66,601	42,17,686
3	Cotton, manufactured	5,137	7,141	12,799	17,118	43,165	42,156	10,89,154	10,07,257
4	Drugs and chemicals	240	246	1,975	2,332	19,161	25,674	2,75,184	3,48,891
5	Dyes and tans	4,872	4,404	15,205	17,319	52,413	56,351	6,06,890	5,79,492
6	Grain and pulse	36,432	79,378	79,929	1,79,722	412,233	447,057	35,18,089	37,16,816
7	Hides and skins	838	1,006	2,896	3,673	16,055	16,508	3,57,243	3,88,943
8	Horns	78	141	378	951	1,112	1,255	23,023	25,090
9	Jute	3,724	3,651	13,418	12,458	20,813	22,510	2,92,023	3,04,950
10	Lac	25	38	192	245	700	502	8,165	6,719
11	Leather, manufactured	71	104	415	492	2,736	2,828	52,388	56,308
12	Liquors	232	301	1,253	1,857	9,299	9,407	1,49,748	1,45,654
13	Metals	17,616	48,378	28,777	64,347	43,869	42,332	6,72,787	6,71,060
14	Oils	3,314	4,910	13,828	21,008	42,206	46,262	6,62,796	6,69,311
15	Oil-seeds	47,707	50,912	87,486	89,033	280,104	342,597	31,35,407	38,78,888
16	Opium	17	21	283	365	1,247	1,158	62,116	55,870
17	Paper and paste-board	86	148	797	2,081	4,142	3,876	1,00,289	91,947
18	Provisions	10,006	11,327	24,776	30,971	78,150	73,067	11,60,902	10,38,557
19	Railway plant and rolling-stock carried for the public and foreign railways.	9	8,700	18	23,512	11,555	43,317	1,76,207	4,30,215
20	Salt	620	8,233	399	14,530	134,341	145,130	15,91,641	15,85,104
21	Saltpetre, &c.	20	15	87	68	3,155	3,077	46,439	41,907
22	Silk, raw	...	1	6	8	29	32	1,163	1,319
23	Silk piece-goods	...	5	6	111	401	319	10,522	8,887
24	Spices	1,429	3,986	4,829	14,406	20,860	19,572	3,67,903	3,23,521
25	Stone and lime	11,781	16,686	10,976	9,118	16,645	19,432	1,04,874	1,11,494
26	Sugar	22,394	26,595	19,804	21,862	60,377	62,019	7,65,356	7,60,075
27	Tea	4	5	47	51	386	339	12,265	8,844
28	Timber	2,519	7,134	7,746	14,590	136,331	129,087	5,64,260	5,58,875
29	Tobacco	2,157	2,141	9,584	10,039	5,217	7,071	81,843	1,10,057
30	Wool, raw	9	13	162	176	275	341	7,477	9,415
31	Wool, manufactured	60	73	608	701	1,183	1,181	24,259	24,165
32	All other articles of merchandise	7,291	6,013	25,874	31,982	111,189	109,994	13,37,018	13,16,244
	Total	195,444	300,540	4,00,901	5,98,882	1,845,387	2,037,456	2,21,05,898	2,30,99,587

(*a*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.

H—*contd.*

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—contd.

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Progressive No.
XIX.—Bombay, Baroda and Central India.				XX.—Madras.				XXI.—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year.(b)	1896.(c)	Previous year.(b)	1896.(c)	Previous year.	1896.	Previous year.	1896.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
73,510	52,571	4,32,136	2,97,389	187,263	95,002	4,51,551	4,45,348	3,764	4,193	8,585	8,574	1
130,424	146,788	15,46,446	15,59,555	19,836	19,185	2,93,577	2,69,346	2,960	2,153	20,118	14,859	2
31,902	31,891	6,30,318	6,10,938	17,765	17,911	2,44,095	2,43,651	3,927	2,967	33,976	26,998	3
3,870	3,401	56,857	50,322	2,988	3,092	30,748	28,351	732	617	6,641	* 5,283	4
10,601	8,911	1,76,508	1,46,910	26,334	20,622	2,49,064	1,98,940	1,340	443	11,795	3,951	5
258,010	159,546	17,73,833	10,01,146	182,649	182,393	12,29,905	11,12,353	23,447	18,468	77,629	59,171	6
3,916	3,552	53,291	53,116	31,864	30,421	4,15,659	4,11,445	1,141	474	7,803	2,633	7
241	191	4,325	3,381	140	123	1,583	1,304	36	15	162	130	8
10,468	10,281	1,22,019	1,13,249	6,715	7,001	64,282	68,205	3,505	3,683	42,259	16,435	9
180	70	1,081	557	148	119	1,609	1,279	27	24	146	126	10
1,117	1,015	19,536	18,321	203	218	4,887	5,737	441	397	4,524	4,094	11
3,817	4,190	45,083	50,983	8,968	9,519	96,182	1,02,115	4,924	5,083	21,222	22,166	12
39,451	38,709	5,20,265	5,12,709	16,541	16,942	1,73,802	1,72,778	3,969	4,510	23,774	29,568	13
9,222	10,987	1,12,214	1,24,468	18,026	16,237	1,70,508	1,47,596	1,669	3,132	10,893	19,009	14
167,239	118,224	15,25,967	10,70,111	42,482	46,056	2,60,383	2,78,564	2,797	591	9,267	2,426	15
1,396	1,384	53,197	52,479	...	...	...	...	36	30	432	351	16
1,496	1,298	23,765	20,191	675	459	9,252	8,171	532	605	3,665	4,032	17
51,667	40,042	4,90,120	3,81,214	70,406	63,426	5,87,138	4,77,744	6,541	8,415	31,847	37,766	18
28,891	40,927	1,97,575	1,92,354	460	14,729	2,944	37,518	1,308	1,101	305	972	19
133,301	134,899	4,15,553	4,18,306	58,866	49,291	3,04,292	2,81,891	3,028	1,945	6,390	4,731	20
1,344	1,758	11,184	14,428	141	334	1,174	2,411	491	472	1,660	1,721	21
444	503	13,124	14,706	106	104	2,281	2,367	52	31	498	330	22
63	41	2,148	1,420	76	73	1,860	1,972	....	4	3	40	23
11,660	8,921	1,37,971	1,07,107	17,741	17,576	1,88,215	1,83,783	869	786	5,486	5,033	24
29,340	33,345	98,551	1,01,831	41,173	41,241	80,811	85,796	12,589	11,393	23,612	23,243	25
51,618	48,816	6,74,667	6,09,074	25,625	40,599	1,65,627	2,68,548	11,728	6,229	32,674	17,477	26
1,034	1,513	16,652	18,539	464	396	11,959	9,326	51	51	322	366	27
46,606	39,335	3,27,982	2,75,036	138,817	107,992	4,35,244	3,71,260	1,973	1,003	6,421	4,122	28
19,710	26,192	1,53,596	2,00,328	12,341	13,628	1,14,843	1,22,372	1,106	982	8,051	7,306	29
6,031	5,295	1,35,715	1,20,730	240	293	2,533	3,553	171	182	1,193	1,366	30
405	475	9,381	11,740	539	587	6,191	8,292	310	135	2,824	1,157	31
271,807	281,858	13,49,965	12,57,175	67,285	67,765	6,42,929	6,77,429	28,636	31,470	1,55,922	1,31,450	32
1,400,831	1,256,929	1,11,31,025	94,09,213	991,879	883,334	61,95,128	60,28,945	129,150	111,584	5,60,099	4,57,186	

(b) Including the Kolar Gold-fields railway.
(c) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Progressive No.	Description of commodity.	STANDARD: ASSISTED COMPANIES—*concld.* XXII.—Tarkessur.				LINES OWNED BY NATIVE XXXII.—The Nizam's Guaranteed state (*a*)				XXXIII—Nágdá-	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways.	2,313	2,529	949	1,062	250,303	229,864	9,80,151	9,43,038		28
2	Cotton, raw	...	...	...	...	546	545	5,721	5,392		101
3	Cotton, manufactured	104	106	198	202	4,745	4,994	69,286	73,503		554
4	Drugs and chemicals	73	32	141	76	738	784	7,659	8,102		17
5	Dyes and tans	22	30	30	40	2,489	2,762	17,234	19,013		51
6	Grain and pulse	3,417	5,486	4,391	7,457	45,690	52,425	2,25,369	2,87,989		6,893
7	Hides and skins	13	12	20	17	2,919	2,718	23,582	23,849		7
8	Horns	5	7	9	10	204	329	2,010	3,268		...
9	Jute	1,664	2,023	2,269	2,820	2,375	2,237	17,060	17,437		124
10	Lac	2	7	2	8	22	21	267	248		7
11	Leather, manufactured	...	...	...	...	163	149	1,881	1,690		5
12	Liquors	...	...	...	...	2,903	3,453	19,445	23,995		1
13	Metals	140	127	190	175	7,925	4,743	66,591	43,516		382
14	Oils	621	619	750	783	2,904	3,810	26,338	32,078		143
15	Oil-seeds	1,457	1,372	1,371	1,328	61,135	62,632	2,96,544	3,03,583		67
16	Opium	...	...	...	...	19	19	883	904		14
17	Paper and paste-board	18	2	29	4	471	482	4,862	5,493		4
18	Provisions	2,840	1,969	3,453	2,482	9,864	8,899	97,157	90,790		201
19	Railway plant and rolling-stock carried for the public and foreign railways.	157	...	159	...	144	19	1,628	298		...
20	Salt	1,006	986	987	985	26,128	28,490	1,27,367	1,41,177		3,544
21	Saltpetre, &c.	106	115	103	158	629	444	4,446	3,504		...
22	Silk, raw	...	...	...	...	...	1	...	38		...
23	Silk piece-goods	...	...	...	...	2	...	48	13		...
24	Spices	74	69	127	117	3,905	4,043	32,712	33,293		53
25	Stone and lime	732	836	323	311	5,942	8,173	25,070	34,011		...
26	Sugar	261	247	255	272	2,505	2,643	17,967	19,554		394
27	Tea	...	...	...	...	80	39	934	567		...
28	Timber	121	121	124	104	20,619	21,422	77,606	84,112		442
29	Tobacco	49	45	64	99	1,629	2,190	23,598	31,998		211
30	Wool, raw	1	1	2	1	55	23	684	252		...
31	Wool, manufactured	...	...	...	...	154	132	1,882	1,610		...
32	All other articles of merchandise	4,266	4,485	5,155	6,345	12,560	13,297	1,08,926	89,749		345
	TOTAL	19,462	21,226	21,121	24,756	469,167	461,722	22,84,908	23,24,064		13,588

Opened for traffic on the 15th July 1896.

(*a*) Including the Bezwada extension (East Coast State).

H—*contd.*

the standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—concld.										METRE GAUGE.				
STATES AND WORKED BY COMPANIES.						LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.				STATE LINES WORKED BY COMPANIES.				
Ujjain.		XXXIV.—The Geakwar's Petlád.				XXXVI.—Bájpura-Bhátinda.				XXXVIII.—Bengal and North-Western—Tirhoot section. Company's section.				Progressive No.
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	40	5	...	4	...	468	2,050	390	4,580	42,715	41,324	67,354	73,037	1
	241	639	1,079	773	1,126	296	563	1,216	3,361	534	634	7,012	8,426	2
	1,739	634	658	874	843	855	649	3,850	2,952	18,991	19,225	1,40,645	1,38,962	3
	46	124	177	123	153	228	232	1,147	1,070	2,117	1,499	18,091	13,612	4
	162	100	134	118	168	395	312	1,868	1,366	6,348	4,707	51,223	38,676	5
	14,535	1,600	2,773	1,043	1,996	208,775	115,563	6,68,533	3,87,243	264,552	311,974	9,65,993	11,31,302	6
	23	42	55	48	62	239	206	574	520	7,160	5,918	49,533	35,562	7
	1	2	3	1	3	3	3	9	13	66	35	646	196	8
	291	109	125	114	128	5,237	1,785	22,099	8,479	8,025	9,840	41,752	48,993	9
	16	1	...	1	...	18	18	81	69	827	822	3,155	3,161	10
	17	23	12	29	14	81	112	560	809	337	385	2,739	2,779	11
	3	49	42	82	66	352	84	1,570	464	419	428	3,336	4,433	12
	808	285	199	300	294	1,839	1,613	4,551	4,970	9,523	9,762	50,947	50,336	13
	308	157	125	149	120	1,059	588	5,344	3,034	10,972	10,585	39,204	34,722	14
	105	368	591	229	489	28,337	8,782	74,901	27,416	74,849	97,415	2,92,106	3,24,720	15
	63	...	...	1	...	40	34	445	384	437	500	6,097	7,224	16
	12	8	11	11	12	47	54	164	185	240	392	2,130	2,472	17
	450	574	223	620	226	3,002	4,771	7,677	12,845	11,000	9,061	47,708	44,928	18
	...	1	...	1	...	...	18,830	...	30,396	...	...	...	...	19
	6,122	882	858	809	1,016	1,696	1,383	2,376	1,728	69,917	70,515	1,93,631	1,84,325	20
	...	8	2	8	2	326	420	645	1,386	11,681	16,043	27,668	46,053	21
	...	3	3	6	6	7	10	20	34	7	18	52	115	22
	...	...	...	...	...	...	...	...	2	...	...	...	...	23
	150	193	147	215	150	812	853	1,339	1,660	6,342	5,554	45,717	37,604	24
	...	2,348	1,379	1,731	984	16,067	9,337	11,213	6,377	7,099	8,368	13,538	14,335	25
	846	682	646	588	597	17,166	12,473	49,219	37,331	28,210	31,894	1,22,529	1,43,348	26
	...	...	...	...	...	9	10	36	48	38	20	297	152	27
	129	2,157	1,097	1,719	899	4,229	4,147	8,684	11,395	7,745	6,545	22,624	21,113	28
	623	7,477	10,579	8,080	11,114	317	290	653	592	14,433	19,821	88,483	1,17,275	29
	1	7	16	14	31	32	43	134	266	44	46	372	397	30
	4	...	...	...	...	62	68	238	303	81	89	729	691	31
	985	3,590	3,362	3,149	10,797	8,817	11,534	28,865	33,455	66,798	53,868	1,89,940	2,04,600	32
	27,720	22,068	24,296	20,840	31,296	300,811	196,817	8,98,401	5,84,733	671,502	737,287	24,95,751	27,33,549	

Opened for traffic on the 15th July 1896.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	Description of commodity.	METRE									
		STATE LINES									
		XL.—Rajputana-Malwa.				XLI.—Pálanpur-Deesa.				XLII.—Southern	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways	10,407	10,762	39,818	42,976	...	...	...	...	33,935	4,913
2	Cotton, raw	84,909	73,870	12,17,534	10,93,420	4	...	11	1	74,492	64,864
3	Cotton, manufactured	36,706	31,813	8,18,448	7,15,225	409	418	688	626	19,854	17,909
4	Drugs and chemicals	2,370	2,082	44,542	40,044	20	10	34	21	2,069	2,174
5	Dyes and tans	12,410	10,182	1,73,126	1,45,640	135	119	176	171	19,840	24,793
6	Grain and pulse	599,579	434,604	47,01,629	26,43,999	6,263	3,864	4,565	3,153	181,842	277,663
7	Hides and skins	7,765	7,094	87,582	80,479	79	77	101	83	8,108	8,260
8	Horns	214	119	2,984	1,886	...	2	...	2	347	358
9	Jute	21,370	18,030	1,64,546	1,45,391	164	120	190	144	9,574	10,643
10	Lac	835	683	11,589	7,586	9	9	13	11	38	37
11	Leather, manufactured	1,361	929	27,816	18,703	26	19	39	30	481	501
12	Liquors	3,773	3,611	40,962	41,556	226	254	236	252	9,688	8,971
13	Metals	31,429	29,845	4,05,071	3,69,576	295	250	323	291	21,878	17,651
14	Oils	8,532	8,731	71,989	70,211	75	79	92	76	17,918	23,068
15	Oil-seeds	230,100	136,382	13,59,363	6,80,103	3,917	1,594	2,261	1,610	70,143	64,754
16	Opium	3,823	3,933	47,121	48,803	...	...	...	...	4	7
17	Paper and paste-board	1,302	1,357	22,978	24,324	3	1	4	3	584	544
18	Provisions	50,978	48,611	4,69,072	4,25,903	1,044	1,282	1,074	1,180	57,256	54,918
19	Railway plant and rolling-stock carried for the public and foreign railways.	20,564	27,451	76,434	1,32,378	...	51	...	14	480	861
20	Salt	223,251	205,709	20,00,093	18,47,032	400	393	501	501	45,790	44,404
21	Saltpetre, &c.	14,101	18,124	83,548	1,02,059	15	4	17	4	484	482
22	Silk, raw	231	292	15,748	19,378	...	...	...	...	292	174
23	Silk piece-goods	50	36	3,327	2,319	...	...	...	...	21	...
24	Spices	17,349	14,056	1,94,599	1,48,710	220	228	305	315	26,596	28,758
25	Stone and lime	22,496	24,931	87,597	99,957	207	289	211	197	21,696	23,766
26	Sugar	130,102	127,263	12,54,768	12,72,272	2,229	2,132	2,268	2,234	43,613	53,462
27	Tea	1,039	1,290	30,059	32,202	6	5	11	15	50	32
28	Timber	25,162	25,410	1,07,613	1,09,867	325	427	329	419	50,428	52,458
29	Tobacco	14,499	17,503	1,49,016	1,69,864	411	693	567	908	9,135	9,371
30	Wool, raw	6,899	7,031	1,31,261	1,20,844	86	52	160	99	256	245
31	Wool, manufactured	827	765	21,239	22,333	3	2	3	4	815	864
32	All other articles of merchandise.	117,334	122,191	9,29,744	9,15,208	1,149	1,356	1,477	4,627	54,536	50,372
	Total	1,701,767	1,414,690	1,47,91,216	1,15,90,246	17,720	13,730	15,656	16,961	782,243	847,277

H—*contd.*

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—*contd.*

WORKED BY COMPANIES—*contd.*

Mahratta (*a*)-		XLV—South Indian (*b*).				XLVI.—Máyávaram-Mutupet.				XLVII.—Assam-Bengal.				Progressive No.
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1,78,326	21,925	5,944	15,755	8,661	12,278	...	...	...	...	1,869	3,172	899	1,596	1
4,19,927	4,03,330	19,501	14,864	1,35,403	1,01,172	11	7	31	31	16	361	65	1,698	2
2,62,898	2,27,263	19,392	18,700	2,27,109	2,13,133	650	608	1,895	1,912	76	904	337	4,398	3
21,930	21,401	2,283	2,257	21,268	21,330	135	165	341	388	...	21	...	152	4
1,20,628	1,38,716	13,702	13,313	96,873	1,05,484	337	196	426	332	...	51	...	193	5
9,64,172	15,30,604	239,857	261,659	10,18,358	9,74,799	18,974	30,221	16,088	22,497	1,074	5,722	4,173	17,110	6
72,152	67,139	9,013	9,592	1,01,433	93,060	110	108	348	254	10	70	57	390	7
4,053	3,990	110	109	1,022	823	3	5	13	18	...	...	...	...	8
59,708	70,563	6,645	6,775	37,443	37,864	508	743	850	997	1,475	2,325	3,305	7,644	9
259	228	194	203	1,315	1,364	23	26	26	33	...	...	...	...	10
4,076	4,318	81	71	1,124	1,020	...	1	2	3	3	16	22	125	11
63,849	55,553	3,867	4,028	32,247	31,583	49	46	178	176	7	35	51	234	12
2,05,167	1,63,467	15,383	15,373	1,33,218	1,32,136	1,734	742	2,798	1,716	16	383	86	1,674	13
1,00,453	1,56,913	19,128	17,619	1,18,725	1,03,273	997	727	1,940	1,654	12	398	40	1,637	14
3,34,547	3,55,523	76,674	46,163	2,41,859	1,81,709	1,207	1,375	1,140	1,279	...	89	...	396	15
155	146	...	...	...	...	...	...	...	...	...	...	...	...	16
8,129	7,521	778	764	12,131	12,587	93	100	245	302	11	19	47	112	17
4,02,358	3,76,894	29,017	32,726	1,67,835	2,02,791	1,064	1,221	1,093	1,612	468	1,981	2,753	11,256	18
4,662	4,663	614	4,115	1,794	13,695	815	11	237	7	...	...	...	...	19
2,90,611	3,12,224	68,444	66,878	2,66,035	2,47,721	4,596	3,200	4,639	3,063	155	4,368	441	9,168	20
3,204	3,688	566	606	3,743	3,648	1	3	2	4	...	2	...	11	21
4,714	3,587	90	96	2,138	2,321	...	1	1	7	...	...	...	...	22
405	11	4	9	63	197	...	...	2	...	...	1	...	17	23
2,01,562	2,10,704	14,853	15,974	1,15,283	1,25,550	1,797	1,957	3,352	3,227	25	362	121	1,731	24
53,069	54,181	117,132	106,804	1,21,768	1,46,544	2,843	7,952	2,171	4,442	31	90	176	302	25
2,55,277	2,94,322	49,159	63,371	2,94,936	3,42,293	964	1,113	1,148	1,488	357	1,605	1,588	6,123	26
980	682	420	539	2,327	2,797	1	3	4	3	1	26	5	308	27
1,60,223	1,63,390	78,114	60,373	1,17,571	1,11,104	2,214	1,708	1,294	1,719	...	109	...	521	28
58,701	56,501	6,301	6,307	46,144	43,231	42	52	50	77	28	295	185	1,738	29
3,315	3,935	94	174	1,302	2,271	...	...	...	2	...	...	...	...	30
9,721	11,550	214	223	2,909	3,187	1	...	3	1	...	...	...	...	31
3,66,974	2,80,779	107,201	109,390	6,28,926	6,19,259	5,596	5,381	10,275	10,290	694	1,358	3,123	7,499	32
46,36,205	50,05,111	904,775	894,830	39,60,963	38,90,224	44,765	57,670	50,592	57,584	6,328	23,763	16,974	76,033	

(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, Yesvantpur-Mysore frontier, and the Mysore Nanjangúd railways.
(*b*) Including the Pondicherry railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

METRE

Progressive No.	Description of commodity.	State lines worked by companies—*concld.* XLVIII.—Burma.* Quantity. Previous year.	Quantity. 1896.	Earnings. Previous year.	Earnings. 1896.	Assisted LI.—Deoghur. Quantity. Previous year.	Quantity. 1896.	Earnings. Previous year.	Earnings. 1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	463	349	371	235	...	...	...	...
2	Cotton, raw	94	272	743	3,264	...	...	...	...
3	Cotton, manufactured	4,405	5,561	68,441	71,669	...	...	...	...
4	Drugs and chemicals	199	204	4,814	4,619	...	...	...	...
5	Dyes and tans	5,048	4,148	52,346	39,115	...	...	...	...
6	Grain and pulse	319,216	335,655	14,16,509	15,94,402	...	...	...	...
7	Hides and skins	810	1,359	8,037	13,262	...	...	...	...
8	Horns	32	46	414	631	...	...	...	...
9	Jute	4,686	4,801	27,185	21,956	...	...	...	...
10	Lac	802	539	8,131	5,384	...	...	...	...
11	Leather, manufactured	138	185	3,624	4,297	...	...	...	...
12	Liquors	1,628	1,911	22,550	24,466	...	...	...	...
13	Metals	3,046	4,643	25,802	44,477	...	...	...	...
14	Oils	7,519	8,174	79,937	70,206	...	...	...	...
15	Oil seeds	5,085	4,926	27,010	24,693	...	...	...	...
16	Opium	9	11	287	395	...	...	...	...
17	Paper and paste-board	202	228	4,064	4,057	...	...	...	...
18	Provisions	39,390	42,102	3,11,419	3,15,463	Information not available			...
19	Railway plant and rolling-stock carried for the public and foreign railways.	479	6,991	1,399	41,618	...	...	...	...
20	Salt	13,631	13,346	88,586	90,240	...	...	...	...
21	Saltpetre, &c	3	5	30	61	...	...	...	...
22	Silk, raw	142	162	4,757	4,907	...	...	...	...
23	Silk piece-goods	21	7	792	231	...	...	...	...
24	Spices	6,776	6,724	83,628	81,604	...	...	...	...
25	Stone and lime	6,680	17,745	14,239	34,020	...	...	...	...
26	Sugar	7,160	9,322	47,598	59,083	...	...	...	...
27	Tea	75	87	1,031	1,140	...	...	...	...
28	Timber	78,811	97,659	2,39,815	2,70,413	...	...	...	...
29	Tobacco	1,972	2,628	17,598	21,069	...	...	...	...
30	Wool, raw	10	1	72	87	...	...	...	...
31	Wool, manufactured	33	94	603	1,381	...	...	...	...
32	All other articles of merchandise	73,978	100,250	2,61,544	3,18,425	...	...	...	...
	Total	582,543	669,235	28,23,376	31,66,820	...	...	...	...

* The working of this line has been transferred to a company from the 1st September 1896.

H—*contd.*

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—*contd.*

COMPANIES.	LII.—Rohilkund and Kumaon (Company's section) (a).				LIII.—Bengal Dooars.				LIV.—Dibru-Sadiya.				Progressive No.
	Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.*	Tons.	Rs.*	Rs.	
	97	193	98	191	1,747	954	8,244	4,429	165,475	170,955	1,96,461	2,01,174	1
	73	55	469	286	...	...	...	...	...	...	...	...	2
	2,143	2,330	11,028	11,472	67	27	451	187	85	123	1,651	2,221	3
	415	234	2,575	1,685	16	17	113	129	207	53	1,323	846	4
	1,983	2,164	9,267	10,457	9	11	53	67	...	...	...	...	5
	48,200	51,417	1,17,909	1,20,126	4,734	6,369	21,803	31,425	12,353	14,157	85,511	98,362	6
	1,391	648	4,630	2,301	57	79	201	297	...	...	...	...	7
	135	59	563	227	...	...	...	...	...	...	...	...	8
	1,134	1,494	4,493	5,188	213	115	608	505	...	...	...	...	9
	84	96	402	410	...	...	...	...	...	...	...	...	10
	57	49	318	301	...	...	...	...	...	...	...	...	11
	1,392	1,295	8,767	8,599	46	55	345	475	167	144	1,577	1,649	12
	2,094	1,873	10,896	9,996	2,060	2,717	14,847	20,960	4,167	3,925	33,818	33,536	13
	1,546	1,368	6,056	5,252	365	232	2,600	1,632	414	1,501	3,034	5,996	14
	8,669	7,413	21,848	21,545	17	5	71	26	...	...	...	...	15
	110	3	820	44	...	...	...	...	...	...	...	...	16
	25	37	170	139	...	3	...	20	...	...	...	...	17
	5,051	6,846	36,279	53,264	401	346	2,798	2,403	650	475	6,691	5,211	18
	6,534	2,628	25,491	13,721	6	...	10	...	...	...	...	...	19
	10,327	10,954	25,079	26,949	466	485	2,190	2,238	303	269	2,448	2,260	20
	185	188	433	517	...	...	...	...	...	...	...	...	21
	...	...	...	...	...	...	...	...	...	...	...	...	22
	...	...	...	...	...	...	...	...	...	...	...	...	23
	719	562	3,420	2,976	24	30	186	201	...	...	...	...	24
	4,672	2,640	7,604	5,428	213	206	1,451	1,175	1,636	1,292	6,598	4,891	25
	22,004	32,075	65,925	97,844	327	258	2,299	1,870	186	221	1,783	2,011	26
	293	203	3,029	2,485	10,732	11,754	96,292	1,06,017	5,696	5,407	49,962	49,672	27
	12,595	11,918	46,576	43,246	327	191	1,538	928	3,756	4,549	18,807	18,049	28
	1,502	858	6,653	4,447	93	142	366	432	...	...	...	...	29
	144	93	1,044	584	...	...	...	...	...	...	...	...	30
	39	42	268	352	...	...	...	...	...	...	...	...	31
	62,478	60,376	1,19,722	1,14,841	3,526	3,551	21,407	22,418	7,676	6,024	38,078	44,470	32
	196,091	200,111	5,41,882	5,64,876	25,446	27,577	1,77,873	1,97,834	202,771	209,095	4,47,742	4,70,348	

(a) Including the Lucknow-Bareilly section.
* Revised figures.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

METRE

Progressive No.	Description of commodity.	Line owned by Native State and worked by Company.				Lines owned and worked					
						LXVI.—Jodhpore-					
		LX.—The Gaekwar's Mehsána.				Jodhpore section.				Bickaneer	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1896.	Previous year.	1896.	Previous year	1896.	Previous year.	1896.	Previous year.	1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways.	8	7	15	14	211	344	654	2,236	146	314
2	Cotton, raw	791	798	2,758	2,080	93	62	754	722	8	5
3	Cotton, manufactured	1,475	1,543	3,458	3,615	2,442	1,992	20,952	17,235	266	209
4	Drugs and chemicals	80	45	158	94	107	101	1,073	970	15	13
5	Dyes and tans	390	315	689	496	588	492	5,374	4,064	66	38
6	Grain and pulse	19,540	19,443	30,218	39,564	12,884	45,832	58,715	2,35,511	2,546	17,260
7	Hides and skins	292	224	496	381	723	634	6,335	5,148	88	78
8	Horns	2	6	4	7	...	1	6	6	1	...
9	Jute	903	787	1,412	1,303	762	1,024	6,460	8,460	93	175
10	Lac	6	1	20	3	40	49	342	453	3	5
11	Leather, manufactured	27	28	70	59	250	161	2,265	1,407	18	12
12	Liquors	8	17	16	28	22	20	291	280	5	5
13	Metals	1,046	949	1,627	1,432	3,820	4,103	15,375	15,725	336	284
14	Oils	1,087	1,186	2,671	2,563	272	288	2,124	2,202	60	67
15	Oil-seeds	43,129	23,599	35,946	22,464	2,714	1,137	14,453	5,715	15	218
16	Opium	9	9	45	47	49	88	639	1,098	11	16
17	Paper and paste-board	24	15	32	29	110	84	866	592	20	19
18	Provisions	2,832	1,959	5,197	3,244	2,972	2,679	23,701	20,556	875	774
19	Railway plant and rolling-stock carried for the public and foreign railways	1	37	3	29	...	715	...	3,751	...	715
20	Salt	21,867	21,883	34,812	33,921	15,453	17,971	85,246	93,075	91	135
21	Saltpetre, &c.	489	404	605	525	604	323	2,612	2,069	132	74
22	Silk, raw	2	2	5	5	...	...	7	...	...	...
23	Silk piece-goods	1	...	3	1	...	...	3	2	...	...
24	Spices	485	379	992	796	1,979	1,063	10,005	7,530	259	260
25	Stone and lime	2,057	1,610	3,893	3,357	9,314	10,593	18,221	20,674	4,222	5,554
26	Sugar	5,839	6,819	8,117	9,715	12,016	12,004	88,431	86,697	2,100	1,745
27	Tea	9	4	31	17	...	1	10	14	...	...
28	Timber	3,959	3,304	5,448	4,322	1,093	1,164	7,301	8,153	298	304
29	Tobacco	381	489	821	1,065	980	989	6,919	6,729	39	44
30	Wool, raw	77	100	180	224	2,921	2,584	23,667	22,339	185	163
31	Wool, manufactured	3	2	8	7	276	136	2,557	1,836	58	67
32	All other articles of merchandise.	9,285	8,442	13,885	23,690	6,260	5,892	39,094	37,021	908	1,290
	Total	116,104	94,406	1,53,635	1,55,097	78,085	112,526	4,44,455	6,17,270	12,864	30,073

H—*concld.*

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—*concld.*

BY NATIVE STATES.														
BICKANEER.		LXVII.—Oodeypore-Chitor.				LXVIII.—Bhávnagar-Gondal-Junágarh Porbandar (*a*).				FOREIGN LINE. LXXI.—West of India Portuguese.				
section.														
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Progressive No.
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
319	816	...	...	...	...	3,559	6,027	11,843	19,236	1	1	4	4	1
65	41	193	1,191	629	4,352	37,746	45,953	2,56,403	2,91,750	15,641	517	60,338	1,900	2
1,483	1,166	311	674	1,446	2,967	2,846	2,785	22,748	21,800	2,399	756	10,207	3,229	3
92	74	19	34	99	166	106	126	1,345	1,438	70	35	391	168	4
331	191	66	118	288	508	841	716	5,224	4,548	90	33	389	132	5
6,564	33,591	724	3,422	1,221	5,687	32,654	45,951	1,11,812	1,61,431	18,346	13,751	56,925	39,505	6
364	352	56	117	158	331	462	510	3,464	3,872	34	44	113	147	7
3	1	1	...	1	1	17	14	91	87	...	...	...	...	8
361	589	34	128	101	281	1,667	1,683	7,884	7,981	27	12	119	47	9
16	18	3	16	10	42	30	17	217	131	...	...	...	...	10
95	70	6	13	30	76	60	56	580	635	...	...	...	...	11
35	52	3	12	21	87	149	179	1,482	1,651	144	140	573	513	12
1,481	1,872	107	297	362	963	4,777	6,136	32,423	32,997	5,854	2,362	20,124	7,977	13
251	226	76	139	196	387	4,125	4,808	18,924	21,715	6,725	8,355	19,571	23,979	14
44	695	121	667	146	753	21,394	12,248	84,826	43,201	17,573	2,509	56,456	7,524	15
77	115	20	46	99	284	13	14	294	328	...	...	...	...	16
69	84	13	32	39	116	134	150	1,192	1,297	...	...	...	...	17
3,423	2,583	315	674	912	1,823	12,491	10,205	66,453	55,186	22	19	98	77	18
...	913	12	30	8	15	4,953	1,830	12,058	3,530	...	...	...	...	19
194	295	498	1,162	1,066	2,417	6,136	5,588	10,989	8,988	26,491	14,066	61,596	31,478	20
415	241	25	48	69	117	96	76	628	519	...	...	...	...	21
...	...	...	...	...	...	2	7	28	90	...	...	...	...	22
...	...	...	1	...	7	1	1	19	3	...	...	...	...	23
1,263	1,106	65	135	171	364	1,894	1,620	11,291	9,592	590	411	2,436	1,775	24
7,792	8,082	51	380	160	947	36,587	56,395	30,575	41,388	19	12	29	36	25
6,671	5,348	398	1,076	1,052	2,605	7,966	9,547	36,703	44,892	940	372	3,513	1,204	26
1	4	...	...	2	6	7	7	61	76	8	8	35	33	27
961	981	27	58	72	161	23,822	22,686	1,50,843	1,18,485	1,184	828	2,872	2,115	28
223	388	156	639	531	1,928	995	1,484	6,004	8,109	324	309	1,188	1,132	29
1,088	965	26	40	104	157	450	387	3,932	3,695	22	...	113	...	30
322	379	1	4	7	19	14	11	107	67	23	25	78	94	31
3,568	4,624	262	934	1,230	6,112	9,527	11,694	60,888	68,066	16,457	9,022	53,762	27,617	32
37,571	65,862	3,589	12,087	10,230	33,679	220,521	248,011	9,51,331	9,76,834	112,984	53,535	3,50,930	1,50,686	

(*a*) Including the Jetalsar-Rájkot railway.

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G. C. Press, Simla.—No. 313 P. W. D.—31-5-99.—850.

INDIA
to illustrate the
SYSTEMS OF RAILWAYS.
Corrected up to 30th Sept. 1897.
BAY OF BENGAL
INDIAN OCEAN
ARABIAN SEA
RAILWAY SYSTEMS AND STEAM TRAMWAYS.
(Alphabetically arranged.)

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1896-97.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

BY

G. A. ANDERSON,
OFFG. DIRECTOR OF RAILWAY TRAFFIC AND STATISTICS.

PART II.

JJ. n-3

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1897.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

The following lengths of railway have been sanctioned for construction from the 1st April to the 30th November 1897:

Date of sanction.	Railway.	From	To	Miles.	Remarks.
8th April 1897	Oudh and Rohilkhand State	Ghaziabad	Moradabad	(a)87·00	
6th May 1897	Madras	Calicut	Cannanore	(a)59·00	
11th May 1897	East Coast State	Gódávari bridge at Rajahmundry and approaches		4·53	
13th May 1897	Hyderabad (Sind)-Jodhpore Frontier	Hyderabad (Sind)	Jodhpore Frontier	(b)71·25	
18th May 1897	Bengal and North-Western	Azamgarh	Sháhganj	33·00	
18th May 1897	Rewah-Sutna	Rewah	Sutna	(a)31·00	
15th July 1897	Eastern Bengal State	Teesta bridge at Kaunia and approaches		4·87	
15th July 1897	Great Indian Peninsula	Chálisgaon	Dhulia	(a)35·00	
16th September 1897	East Indian	Barun	Daltonganj (including Colliery branch)	(a)82·50	
6th October 1897	Ludhiána-Dhuri-Jakali	Ludhiána	Jakali	80·00	
20th October 1897	Wadhwán-Dhrangadhra	Wadhwán	Dhrangadhra	(c)21·00	
24th November 1897	Jeypore-Chambal	Sanganeer	Alumpore	73·00	
			Total	582·15	

The following lengths of railway have been opened to public traffic from the 1st April to the 30th November 1897:

Date of opening.(d)	Railway.	From	To	Miles.	Remarks.
8th April 1897	Jámnagar	Rájkot	Jámnagar	50·29	
25th April 1897	Cawnpore-Burhwal (metre gauge link)	Cawnpore	Aishbagh	45·00	For goods traffic, and for passenger traffic on the 15th May 1897.
1st May 1897	Ahmedabad-Paránt|j	Ahmedabad	Talod	34·02	
2nd July 1897		Talod	Paránt|j	6·75	
23rd October 1897		Paránt|j	Idar Ahmednagar	14·03	
1st July 1897	The Gaekwar's Dabhoi	Vishvámitri Jn.	Padra	7·14	
1st July 1897	Anklesvar-Pardi section (Rajpipla)	Anklesvar Jn.	Raj Pardi	19·03	
10th November 1897	Southern Punjab (Delhi-Samásata)	Delhi	Samásata	400·71	
			Total	576·97	

(a) Commencement of work not yet authorized.
(b) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli standard gauge railway between Shadipalli and Rahoki junction to be converted to the metre gauge, as also 6·50 miles of the same railway between Rahoki junction and Hyderabad on which a metre gauge track will be added.
(c) Provisionally sanctioned.
(d) Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

Errata.

Chap. IV, page 85, para. 3, 2nd clause, 4th line.—*Insert between the words* "and" *and* "the" *the words* "a portion of"

Chap. IV, page 90, 1st line.—*Insert between the words* "emigrants" *and* "from" *the words* "(who travelled over longer average leads than in 1895)".

Chap. IV, page 131, para. headed "*Salt*".—*Insert after the word* "locally" *the word* "and"

Chap. IV, page 140, penultimate clause, 3rd line.—*For* "addition" *read* "additional"

Chap. IV, page 144.—*Cancel 2nd clause under "Traffic working" and substitute the following:*

"From the 1st November 1896, two mixed trains were run each way daily between Chittagong and Akhaura, and one mixed train each way daily between Láksám and Chandpur."

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1896-97.

PART II.

CHAPTER I.

STORES.

General.

Working of the stores department during 1896-97.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for State railways at the principal Indian ports, were continued during the year 1896-97, except that the contract with the Calcutta Landing and Shipping Company, hitherto in force, for landing and forwarding the State railway stores arriving at the port of Calcutta was terminated under the orders of the Government of India and the work made over to the Port Commissioners at that port.

East Indian Railway (standard gauge).

2. The cost of working the stores department, exclusive of watch and ward establishment during the year ended 31st December 1896 was R1,63,294, as compared with R1,53,465 in 1895. Of this amount, however, R14,364 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the company's use, and for the South Behar and Bengal and North-Western railways, as compared with R12,288 on this account in 1895. The sanctioned amount for 1897, exclusive of R12,910 for cost of landing stores, is R1,72,394; this amount includes R3,000 as a famine allowance and R3,600 chargeable to capital in connection with the construction of new lines.

The gross tonnage of stores and materials landed from boats at the Howrah general store depôt during 1896 was 58,323 tons, distributed as follows:—

	Tons.
East Idian railway	40,735
South Behar railway	12,048
Bengal and North-Western railway	5,540
Total	58,323

as compared with 52,049 tons in 1895 and 19,756 tons in 1894.

The purchases of stores in India during 1896 aggregated R29,73,945, of which R8,73,849 were on account of English and R21,00,096 for country stores. The purchases in 1895 aggregated R24,49,854.

The amount realized in 1896 by sale of surplus and condemned stores, exclusive of cinders, was R2,26,490, as compared with R1,97,609 in 1895.

Bengal-Nágpur Railway (standard gauge).

3. The cost of working the stores department of the open line during the year ended 31st December 1896 was R31,861 as compared with R33,468 in 1895. The sum debited, on account of the share of establishment, to capital, for work done for the extensions under construction during the year 1896 was R1,659. No such debit was made for 1895. In addition to this charge, the cost of maintaining the three depôts on the extensions, namely, at Roopnarain (Kola), Midnapur and Cuttack, aggregating R53,292 during 1896, as compared with R1,256 in 1895 was entirely debited to capital. The expenditure on working the stores department of the whole undertaking was therefore R86,812 in 1896 against R34,724 in 1895.

The purchase of stores during 1896, for the open and unopen line aggregated R58,96,709, of which R47,32,523 was on account of English stores and R11,64,186 for stores purchased locally in India. The purchases in 1895 aggregated R9,03,953. The increase in 1896 being due to extensive purchases of stores required for the new extensions.

The following amounts were realised by sale of cinders and condemned stores :—

	R
Cinders	260
Condemned stores	2,685

as compared with R226 for cinders and R7,310 for condemned stores in 1895.

North Western State Railway (standard gauge).

4. The cost of working the stores department during the year ended the 31st December 1896, was R78,006 as compared with R89,258 in 1895, the decrease of R11,252 being due to changes in staff, and to more credits having been received during the year on account of stores landed at Kurrachee for other departments. There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1896 aggregated R62,82,444, of which R4,60,861 were on account of English, and R58,21,583 for country stores. The latter amount includes R3,55,697-8-7 on account of wooden sleepers purchased for other railways. The purchases in 1895 aggregated R66,35,002.

The following amounts were realised by the sale of surplus and condemned stores during 1896 :—

	New. R	Old. R	Total. R
Surplus and condemned stores	6,85,544	5,12,423	11,97,967

as compared with R17,24,264, realised in 1895.

Oudh and Rohilkhand State Railway (standard gauge).

5. The cost of working the stores department during the calendar year ended 31st December 1896 was R30,377, as compared with R27,988 in 1895. The figures given include cost of working the locomotive and general stores.

The verification of stores undertaken during March 1896 has since been practically completed.

All work in connection with the stores for the construction of the Rae Bareli-Benares and Cawnpore-Lucknow-Gogra railways has been performed by the staff of the open line. The locomotive department having no separate

depôt, all work for that department continues to be done by the general stores department.

On the completion of the Cawnpore-Lucknow-Gogra railway, stores valued at R26,037, were disposed of; of these, stores amounting to R20,530 were sold and transferred to other railways, the remainder being taken over by the Oudh and Rohilkhand railway.

During the year 1896 surplus and obsolete stores, to the extent noted below were disposed of:—

	R
Unserviceable rails sold to the public and other railways	2,56,064
Unserviceable and obsolete stores sold by auction	77,523
Surplus stores sold and transferred from Oudh and Rohilkhand railway stock	1,42,036
Surplus stores sold and transferred from Cawnpore-Lucknow-Gogra railway stock	20,012
Total	4,95,635

Cast-iron pot sleepers are manufactured in the central workshops and issued through the stores department. For this purpose pig iron, valued at R1,01,156, and scrap cast-iron, valued at R94,875, were used during the year.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

6. The cost of working the stores department during the year ended the 31st December 1896 was R16,301, as compared with R17,603 in 1895.

The purchases of stores, both locomotive and general, in India, during 1896, aggregated R11,09,693, of which R19,888 were for English stores and R10,89,805 for country stores. The purchases in 1895 aggregated R12,24,354.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1896:—

	New. R	Old. R	Total. R
Surplus and condemned stores	„	16,402	16,402
Cinders	„	2,147	2,147

The amount realised in 1895 was R17,579.

East Coast State Railway (standard gauge).

7. The cost of working the stores department, exclusive of locomotive stores, during the year ended 31st December 1896 was R64,291 as compared with R70,428 in 1895.

The purchase of stores in India during 1896 aggregated R10,90,961. Of this, R20,489 were on account of English stores. The purchases in 1895 aggregated R14,98,850.

The following amounts were realised by sale of surplus and condemned stores and cinders during the year 1896:—

	New. R	Old. R	Total. R
Surplus and condemned stores	55,731	25,327	81,058
Cinders	...	468	468

as compared with R73,506 for surplus and condemned stores and R356 for cinders realized in 1895.

Great Indian Peninsula Railway (standard gauge).

8. During the official year under report the purchases of stores in India amounted to R35,08,773. English materials to the value of R17,66,960 were received in India and debited to general stores account. The total issues, including sales, during the same period, amounted to R66,95,539.

In addition to the stores purchased from outsiders, manufactured articles, valued at R6,15,613, were supplied from the Company's workshops upon orders from the Store-keeper, raw materials to the amount of R4,67,498 having been worked up at a cost of R1,26,608 for labour and contingent expenses, and R21,507 for fuel. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,409 tons of teak logs purchased at an average cost of R97·3-3 per ton for conversion in the log mill, and 133 tons of scrap iron wrought up in the steam-hammer factory.

The total receipts, therefore, from all sources were R54,02,341, and the total issues, including sales, during the same period amounted to R66,95,539.

Madras Railway (standard gauge).

9. The cost of working the stores department during the year ended the 31st December 1896 was R22,329, as compared with R22,923 in 1895. On this railway, charges for landing and despatching stores are not made against the stores department, but are added to the cost of the articles received.

The purchases of stores in India during 1896 aggregated R19,66,616, of which R4,27,250 were on account of English and R15,39,366 for country stores. The purchases in 1895 aggregated R18,09,938.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1896 :—

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores	5,626	1,29,637	1,35,263
Cinders	...	3,822*	3,822*

* This sum was credited to Revenue.

as compared with R1,44,938 for surplus and condemned stores and R1,785 for cinders realized in 1895.

Bengal and North-Western Railway including Tirhoot State Railway (metre gauge).

10. The cost of working the stores department, during the year ended the 31st December 1896, was R11,251, as compared with R13,397 in 1895.

The purchases of stores in India during 1896 aggregated R7,21,685, of which R1,45,527 were on account of English and R5,76,158 for country stores. The purchases in 1895 aggregated R6,07,485.

The following amounts were realised by the sale of surplus and condemned stores during 1896 :—

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores	196	1,019	1,215

Southern Mahratta Railway (metre gauge).

11. The cost of working the stores department during the year was R41,911 as compared with R38,280 in 1895. This sum is exclusive of the cost of landing and despatching imported stores for the Company's use through

the agency of Messrs. Mackinnon, Mackenzie & Company, Bombay, whose bills for the year 1896 amounted to R5,292 as against R4,886 in 1895.

The purchases of stores in India during 1896 aggregated R11,78,923, of which R1,45,902 were on account of English, and R10,33,021 for country stores. The total purchases in 1895 aggregated R11,83,613.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1896:—

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores . .	1,046	10,634	11,680
Cinders	...	748	748

as compared with R13,416 for surplus and condemned stores, and R582 for cinders realized in 1895.

South Indian Railway (metre gauge).

12. During the period under review a change was made in the method of issuing stores. In previous years the distribution of stores over the system was effected by means of special trains which ran once a month; this system has now been discontinued and stores are distributed from vans attached to the ordinary trains. The new system works satisfactorily and is more economical than the one previously in use.

The cost of working the stores department during the year ended the 31st December 1896 was R36,184, as compared with R45,437 in 1895; of the former amount, however, R6,542 represents the cost, exclusive of supervising charges, of landing and despatching imported stores at the ports at Negapatam, Tuticorin and Madras for the Company's use on the South Indian railway, as compared with R16,159 on this account in 1895. There were no stores imported for other railways worked by this Company.

The purchases of stores in India during 1896 aggregated R14,58,302, of which R40,686 were on account of English and R14,17,616 for country stores. The purchases in 1895 aggregated R13,95,802.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1896:—

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores .	1,787	2,816	4,603
Coke and Cinders	8,786	1,750	10,536

as compared with R7,160 for surplus and condemned stores and R11,378 for cinders realized in 1895.

Bhávnagar-Gondal-Junágarh-Porbandar Railway including Jetalsar-Rájkot Railway (metre gauge).

13. The cost of working the stores department during the year ended the 31st December 1896, was R10,798 as compared with R10,038 in 1895.

The purchases of stores during 1896 aggregated R7,25,419, of which R1,09,329 were on account of English and R6,16,090 for country stores. The purchases in 1895 aggregated R8,50,808.

There are practically no surplus stores kept on this railway, and there have been no sales of such stores in 1896.

Assam-Bengal Railway (metre gauge).

14. The cost of working the stores department during the year ended 31st December 1896 was R1,12,889 as compared with R1,29,087 in 1895.

These amounts include R28,708 and R49,181 respectively on account of home charges, and R6,470 and R8,100 on account of agency charges at Calcutta.

The Chandpur depôt was closed at the end of July 1896 and a receiving and forwarding agency opened with effect from the 1st August 1896.

The Titabar depôt for the working of 16th and 17th divisions was opened in August 1896.

The price ledgers and accounts of the Chittagong and Gauhati magazines were transferred to the audit office from 1st January 1896.

The purchases of stores in India during 1896 aggregated R8,85,353, of which R1,61,870 were on account of English and R7,23,483 for country stores. The purchases in 1895 aggregated R11,65,888.

There was no sale of condemned or surplus stores or of cinders during 1896.

Burma Railways (metre gauge).

15. The cost of working the stores department during the year ended the 31st December 1896, was R35,882 as compared with R39,561 in 1895; of the latter amount R300 represent portion of Storekeeper's salary debitable to the Mu Valley railway until its amalgamation with the Burma railway on the 1st April 1895.

Exclusive of the latter charge, the large difference between the expenditure of 1895, and that of 1896, was due chiefly to R5,601 having been charged in the former year to Secretary of State's general charges against R3,130 in the latter year.

The purchase of stores in India during 1896 aggregated R9,95,056, of which R87,788 were on account of English and R9,07,268 for country stores. The purchases in 1895 aggregated R8,31,239.

The following amounts were realized by the sale of surplus and condemned stores:—

New.	Old.	Total.
R	R	R
2,20,972	14,923	2,35,895

as compared with R42,004 realized in 1895; of the former amount R2,18,706 represent the value of stores sold to the Mu Valley and Mandalay-Kunlon railways.

Dibru-Sadiya Railway (metre gauge).

16. The cost of working the stores department during the year ended 31st December 1896 was R5,991 as compared with R5,417 in 1895. There was no alteration in the control of stores. The Traffic Manager exercises control over the working of this department.

The purchases of stores during 1896 aggregated R1,93,964, of which R1,07,341 were on account of English and R86,623 for country stores. The purchases in 1895 aggregated R2,84,535, of which R1,86,406 were for English and R98,129 for country stores.

Stores balances.

17. The statement on pages 12 to 19 contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1896.

At the close of the year, the capital locked up in stores on the standard and metre gauge railways amounted to R6,32,80,611 showing a net increase of R61,16,509 during the year. There was also a sum of R80,05,393 under adjustment on 31st December 1896, making a total of R7,12,86,004 at the debit of stores on that date.

Under the orders of the Government of India the stores balances during the year 1896 of the principal railways in India were thoroughly reviewed with the object of investigating all unnecessary accumulations and disposing of stock not required to the best advantage, and of thus reducing the balances to the lowest limits compatible with efficient working. In all instances where the balances have been found to be large, further reviews have been ordered for ensuing years.

The increase during 1896 in the capital locked up in railway stores is explained below:

State lines worked by Companies.

The net result of the working of the stores departments during the year 1896 of the State lines worked by Companies was an increase of ₹69,65,915 in the balances of the standard gauge and a decrease of ₹14,93,860 in those of the metre gauge railways (including the Burma railways).

Of the standard gauge State lines worked by Companies, the balances of the following show increase during 1896 to the extent noted against each :—

	Increase in the stores balance.	Increase in the amount under adjustment.	Total Increase.
	₹	₹	₹
East Indian	9,98,591	2,02,563	12,01,154
Indian Midland	—2,27,101	28,34,609	26,07,508
Bengal-Nagpur extensions	22,04,563	16,07,133	38,11,696

The increase on the East Indian railway occurred in the following items :—

	1896.	1895.	Increase.
	₹	₹	₹
(1) *Carriage and wagon stores*, chiefly comprising gas-lighting apparatus, axles, springs, tyres, vacuum-brake gear, wagons and varnish	16,24,119	12,42,429	3,81,690
(2) *Moghalsari-Gya railway*, materials unexpended at the close of the year	3,27,355	*Nil*	3,27,355
(3) *Locomotive stores*, chiefly comprising axles, boiler materials, wheels and tyres and ordinary pig iron	18,46,963	15,59,807	2,87,156
(4) *Balance of workshop manufacture and suspense account*, chiefly in the carriage and wagon department and comprising stock rebuilt and since charged off, teak timber and spare wheels and tyres, etc.	6,85,351	3,93,104	2,92,247
TOTAL	44,83,788	31,95,340	12,88,448

For some years past there has been an increase in the stores balances of the East Indian railway, and the Government of India are now in correspondence with the authorities of the line with a view to have the balances thoroughly investigated.

The value of surplus stores on the East Indian railway other than scrap and condemned materials, in hand on 31st December 1896, was reduced to ₹13,193, as compared with ₹28,118 at the end of 1895. The value of scrap and condemned stores at the close of 1896 was ₹7,97,618 against ₹8,40,855 at the close of the previous year. All scrap and condemned stores not specially reserved for the Company's purposes are sold from time to time by public auction or by public tender.

Excluding the amount under adjustment, the balances of the Indian Midland railway show a decrease to the extent of ₹2,27,101. The large increase in the amount under adjustment was due to the receipt of materials for the

construction of the Saugor-Katni extension and will be worked off as soon as the materials are issued.

The balances of the Bengal-Nagpur extensions include stores for the construction of the lines and do not call for any remarks.

Of the metre gauge State lines worked by Companies increase of stock during 1896 occurred on the following:—

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	₹	₹	₹
Lucknow-Bareilly section (Rohilkund and Kumaon)	25,114	...	25,114
Southern Mahratta	1,47,650	14,918	1,62,568

On the Lucknow-Bareilly section the increase occurred mainly under the heads "Rolling Stock" and "Fuel." The increase on the Southern Mahratta railway was chiefly due to the annual supply of stores received from England during the latter part of 1896 for issues during 1897. The balances of this railway have been increased during the past few years under "Metals" and "Rolling stock," and the attention of the authorities of the line has been invited to this increase. In a recent review of the stores balances, submitted under the orders of the Government of India, it is stated that the question of reducing the stock of the Southern Mahratta railway under the heads named has been taken up with the Locomotive Superintendent.

The investigation of the stores balances of the Rajputana-Malwa railway made last year by the Chief Auditor and Accountant of the line has resulted in reduction in the balances at the close of 1896 to the extent of ₹6,87,608; the balances of the South Indian railway were also reduced during the year to the extent of about rupees 2 lakhs.

State lines worked by the State (standard and metre gauges).

The net result of working the stores departments of the State lines worked by the State was an increase of ₹24,52,045 in the balances of the standard gauge and of ₹4,128 in those of the metre gauge railways (excluding the Burma railways, which have for the purposes of this report been classed as State railways worked by a Company). The stores balances of the following railways were increased during 1896 to the extent noted below:—

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	₹	₹	₹
North-Western	17,71,737	—*11,59,725*	6,12,012
Mushkaf-Bolan	1,55,142	—*1,35,540*	19,602
Eastern Bengal	4,37,335	74	4,37,409
Bengal Central	39,186	12	39,198
East Coast	1,86,827	—*2,49,241*	—*62,414*
Bezwada-Madras (Ennur Bezwada section)	29,07,230	1,50,828	30,58,058
Mari-Attock	71,620	—*18,146*	53,474
Rae Bareli-Benares	5,15,842	1,273	5,17,115
Cawnpore-Burhwal (metre gauge link)	1,345	2,783	4,128

The increase on the North-Western railway occurred mainly under the following classes, and the reasons for the increase are noted against each class. The stores balances of the North-Western railway have been thoroughly

investigated, and every endeavour is being made to reduce the balances to a limit of R2,200 per mile open:

Class.	Description.	New Stores.	Second-hand Stores.	Remarks.
		R	R	
G. (a)	Tools	34,000	...	For current requirements.
„ b (2)	Pintsch's gas plant	1,14,000	...	Since issued.
„ (4)	Metals	89,000	...	For current requirements.
„ „	Old wheels and tyres	...	25,000	Returned from renewals.
„ „	„ wrought iron and steel scrap	...	47,000	Do. do.
„ (7)	Fuel	7,50,000	...	Contracts in excess of requirements owing to fall in traffic.
„ (10)	Kerosine oil	98,000	...	Oil purchased in bulk in lieu of by contract as required.
...	Stone for protection works	39,000	...	For current requirements.
...	Lubricating oils	17,000	...	Fall in traffic.
		11,41,000	72,000	
		12,13,000		
...	Minor fluctuations	30,897		
	TOTAL	12,43,897		

The increase of R12,43,897 on tools and stores has been reduced by decreases of R6,31,885 on other classes to the net amount of R6,12,012.

The increase in the stores balances of the Mushkaf-Bolan State railway was due to stores returned to depôt on the completion of works and to certain items, amounting to R57,032, which were not shown in the statement for 1895, having now been included in the stores balances. The net increase at the close of the year, however, amounted to R19,602 only.

On the Eastern Bengal State railway the increase occurred mainly under classes D—Permanent Way, and E—Rolling Stock. The increase under class D was due to the receipt of materials for doubling the Ranaghat-Poradah section. Greater portion of this material was issued to works in March and April 1897. The increase under class E was only nominal, as the value of some wheels and axles and beating springs amounting to R89,049 and also of 15 sets of iron work for covered goods wagons (metre gauge) amounting to R21,053, which was included in the closing balance of 1896, has since been charged off. Instructions have been issued to reduce the balances of stores which are in excess of requirements.

The increase in the balances of the Bengal Central railway was due only to the purchase of sál sleepers for renewals.

On the East Coast railway there was an increase of R1,86,396 in the stores balance, but including the amounts under adjustment on 31st December 1896, the net result of the stores transactions of the line during 1896 was a decrease in the balances to the extent of R62,414.

The increases in the balances of the Bezwada-Madras (Ennur-Bezwada section), Mari-Attock, Rae Bareli-Benares and Cawnpore-Burhwal (metre gauge link) railways do not call for any remarks, as the lines were under construction during the year.

The balances of the Oudh and Rohilkhand railway, which in 1895 had increased by about 5 lakhs, were reduced during 1896 by 4 lakhs of rupees.

Lines worked by Guaranteed Companies (standard gauge).

Of the guaranteed railways, the stores balances of the Bombay, Baroda and Central India railway only were increased during the year 1896 to the extent of R10,15,246, including amounts under adjustment. Regarding this increase the

Government of India are in correspondence with the authorities of the line. The decreases on the Great Indian Peninsula and Madras railways during 1896 amounted to R11,54,514 and R2,47,271 respectively.

Lines owned by Assisted Companies (standard and metre gauges).

The stores transactions during 1896 of the railways owned by Assisted Companies do not call for any remarks. The balances of the Southern Punjab (Delhi Samásata) railway consist of stores obtained for the construction of the line.

Lines owned by Native States (standard and metre gauges).

The stores balances of the lines owned by Native States do not show any increase during the year 1896.

STATEMENT No. 1.

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1896.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineer's plant.	Balance in C — Workshop machinery.
		₹	₹	₹	₹	₹	₹
	STANDARD GAUGE.						
	State lines worked by Companies.						
I	East Indian *	64,07,754	1,31,50,371	1,21,51,780	...	...	...
III	Bengal-Nágpur . . .	23,40,655	10,29,875	15,58,366	26,837	15,049	6,898
IV	Indian Midland . . .	13,87,134	11,16,092	13,43,193	23,205	6,324	12,332
V	Bhopal-Itársi (British section) .	There are no separate stores transactions for this section.					...
VI	Godhra-Rutlam-Nágdá . .	39,670‡	8,049	47,719	...	...	...
VII	Wardha Coal	There are no separate stores transactions for this line.				...	...
VIII	Dhond-Manmád . . .	61,077	990	49,995	...	...	...
IX	Bezwada extension (East Coast state)	There are no stores on this line.			...	...	...
X	Madras-Ennúr section (Bezwada-Madras) . . .	The stores transactions of this railway were closed on 31st March 1896 1896 not					
	(Under construction.)						
	Bengal-Nágpur extensions .	1,01,507	49,14,778	27,10,215	4,94,920	2,55,420	5,305
	TOTAL .	1,03,37,797	2,02,20,155	1,78,61,268	...	...	...
	State lines worked by the State.						
XI	North Western . . .	91,09,476	1,39,15,908	1,21,44,171	5,37,243	71,603	26,087
	Mushkaf-Bolan . . .	83,829	22,39,931	20,84,789	44,094	82,355	794
XII	Hyderabad-Shadipalli . .	6,273	3,702	9,975	...	...	...
XIII	Oudh and Rohilkhand . .	27,91,979	39,42,511	43,51,722	7,507	52,303	9,146
XIV	Eastern Bengal	19,28,447	49,07,156	44,69,821	40,766	29,614	14,916
	Bengal Central . . .	84,229	1,27,704	88,518	2,826	14,937	779
XV	Calcutta Port Commissioners' .	Statement of stores transactions not received.				...	...
XVI	East Coast	14,91,221	47,71,588	45,84,761	...	...	...
	(Under construction.)						
XVII	Bezwada-Madras (Ennúr-Bezwada section) . . .	1,866	41,40,059	12,32,829	4,13,905	23,374	163
	Mári-Attock	6,87,161	18,29,387	17,57,767	32,651	17,992	3,037
	Kotri-Rohri (Chord line) including Kotri bridge . . .	9,53,835	15,05,059	22,92,543	17,421	38,674	1,329
	Wazirabad-Lyallpur . .	87,724	2,32,739	3,20,463	...	...	...
	Lyallpur-Khenewal . .	There were no stores for this line on 31st December 1896.					...
	Rae Bareli-Benares . .	3,300	5,60,464	44,622	87,753	37	127
	Godavari bridge . . .	There were no stores for this bridge no 31st December 1896.					...
	TOTAL .	1,72,29,340	3,81,76,208	3,33,81,981	...	...	...
	Carried over .	2,75,67,137	5,83,96,363	5,12,43,249	...	...	...

No. 1.

and metre gauge railways during 1896.

BAND ON THE 31ST DECEMBER 1896.				TOTAL BALANCE ON THE 31ST DECEMBER 1896.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1896.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	74,06,345	15,96,157	90,02,502	I	* The balances of the East Indian railway include stores for the construction of the Moghalserai-Gya extension.
6,67,594	6,28,212	1,01,556	3,66,018	18,12,164	2,47,158	20,59,322	III	
3,19,306	3,86,168	1,18,443	2,94,255	11,60,033	30,08,896†	41,68,929	IV	
...	...	...	...	...	...	...	V	† This amount represents the value of materials for the Saugor-Katni extension and of locomotive imprest stores.
...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	VII	‡ For Godhra-Rutlam section only.
...	...	12,072	...	12,072	...	12,072	VIII	
...	...	...	...	...	...	...	IX	The difference between the closing balance of 1895 and the opening balance of 1896 in the case of the Dhond-Manmad railway is due to R291, which was shown in the last year's statement as amount under adjustment, having now been included in the stores balances.
Statement showing the transactions for the three months ending 31st March received.							X	
12,24,271	3,352	46,315	2,76,487	23,06,070	16,07,596	39,13,666		
...	...	...	...	1,26,96,684	64,59,807	1,91,56,491		
40,62,320	17,49,552	2,29,421	42,04,987	1,08,81,213	—4,37,451	1,04,43,762		
92,332	11	2,673	16,712	2,38,971	—12,751	2,26,220	XI	The difference between the closing balance of 1895 and the opening balance of 1896 in the case of the North-Western railway is due to reclassification by transfer from stores under adjustment to other heads. The difference in the case of the Muskhaf Bolan State railway is due to a credit balance of R2,846, which was shown in the statement for 1895 at the debit of tools and stores, having now been included in the amounts under adjustment. There is also a small difference of R434 in the case of the East Coast railway which has not been explained.
...	...	...	...	...	...	...	XII	
7,35,213	5,08,866	57,525	10,12,208	23,82,768	— 6,966	23,75,802	XIII	
9,06,221	7,11,195	52,836	6,10,234	23,65,782	—45,354	23,20,428	XIV	
72,489	70	20,957	11,357	1,23,415	116	1,23,531		
...	...	...	...	...	...	...	XV	
...	...	...	...	16,78,048	34,031	17,12,079	XVI	
23,36,567	94,390	121	40,576	29,09,096	1,50,828	30,59,924	XVII	
4,95,286	615	29,278	1,79,922	7,58,781	—14,203	7,44,578		
44,545	2,325	11,200	50,857	1,66,351	1,19,281	2,85,632		
...	...	...	...	...	19,748	19,748		
...	...	...	...	...	...	...		
4,14,558	...	10,794	5,873	5,19,142	2,295	5,21,437		
...	...	...	...	...	...	...		
...	...	...	...	2,20,23,567	—1,90,426	2,18,33,141		
...	...	...	...	3,47,20,251	62,69,381	4,09,89,632		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1896.	Receipts during the year.	Issues during the year.	Balance in		
					A	B	C
					Bridgework.	Engineer's plant.	Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward	2,75,67,137	5,83,96,363	5,12,43,249	...	...	...
	STANDARD GAUGE—*concld.*						
	Lines worked by Guaranteed Companies						
XVIII	Great Indian Peninsula	49,69,620	69,36,834	80,45,600	...	...	...
XIX	Bombay, Baroda and Central India	26,99,164	65,39,489	60,55,936	6,37,665	12,445	62,876
XX	Madras	27,68,007	25,25,314	28,60,634	81,953	...	25,772
	TOTAL	1,04,36,791	1,60,01,637	1,69,62,170	...	...	...
	Assisted Companies.						
XXI	Delhi-Umballa-Kalka	6,994	...	5,000	...	...	...
XXII	Tarkessur	There are no stores on this railway.			...	...	...
	(*Under construction.*)						
XXIII	South Behar (Luckeeserai-Gya)	There were no stores balances on this line on 31st December 1896.					...
XXIV	Southern Punjab (Delhi-Samásata)	...	82,23,594	68,83,351	84,467	13,872	279
XXV	Hardwar-Dehra	There were no stores for this line on 31st December 1896.					...
XXVI	Tápti Valley	...	27	...	...	...	...
	TOTAL	6,994	82,23,621	68,88,351	...	...	...
	Lines owned by Native States and worked by Companies.						
XXVII	Khámgaón	482	...	29	...	...	...
XXVIII	Amráoti	6,563	...	176	...	...	...
XXIX	Bína-Goona	There are no separate stores transactions for this line.				...	...
XXX	Bhopal-Ujjain	2,00,185	1,40,084	1,40,258	1,431	12,673	93
XXXI	Bhopal-Itársi (Native State section)	There is no separate stores account for this line.				...	...
XXXII	The Nizam's Guaranteed State	5,75,786	12,26,824	12,51,784	1,41,820	14,001	4,455
XXXIII	Nagda-Ujjain	2,13,831	35,05,985	36,41,927	...	...	...
XXXIV	The Gaekwár's Petlád	Exempted from submitting the statement of stores transactions.					...
XXXV	Kolar Gold-fields						
	(*Under construction.*)						
	Goona-Bara	...	523	375	...	...	...
	TOTAL	9,96,847	48,73,416	50,34,549	...	...	...
	Lines owned by Native States and worked by State railway agency.						
XXXVI	Rájpura-Bhátinda	19,513	7	10,755	...	—109	...
XXXVII	Jammu and Kashmir (Native State section)	There are no stores on this section.			...	...	...
	TOTAL	19,513	7	10,755	...	...	...
	TOTAL STANDARD GAUGE carried over	3,90,27,282	8,74,95,044	8,01,39,074	...	...	...

No. 1—*contd.*

and metre gauge railways during 1896.

HAND ON THE 31ST DECEMBER 1896.				TOTAL BALANCE ON THE 31ST DECEMBER 1896.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1896.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	3,47,20,251	62,69,381	4,09,89,632		
...	...	...	...	38,60,854	59,327	39,20,181	XVIII	
3,81,819	6,91,711	63,208	13,32,993	31,82,717	5,51,269	37,33,986	XIX	
4,54,800	32,533	32,483	18,05,146	24,32,687	1,30,131	25,62,818	XX	
...	...	...	...	94,76,258	7,40,727	1,02,16,985		
...	...	1,994	...	1,994	...	1,994	XXI	
...	...	...	...	...	...	...	XXII	
...	...	...	...	...	...	...	XXIII	
9,02,271	232	1,39,360	1,92,762	13,40,243	85,825	14,26,068	XXIV	
...	...	...	...	...	...	...	XXV	
...	...	...	27	27	400	427	XXVI	
...	...	...	...	13,42,264	86,225	14,28,489		
453	...	...	...	453	...	453	XXVII	
6,387	...	...	...	6,387	...	6,387	XXVIII	
...	...	...	...	...	...	...	XXIX	
1,56,513	...	20,828	8,473	2,00,011	1,489	2,01,500	XXX	
...	...	...	...	...	...	...	XXXI	
33,475	1,72,951	15,162	1,68,962	5,50,826	...	5,50,826	XXXII	
77,889	...	...	...	77,889	19,783	97,672	XXXIII	The figures against the Nagdá-Ujjain railway represent the stores transactions of the Rutlam-Ujjain railway.
...	...	...	...	...	...	...	XXXIV XXXV	
...	...	...	148	148	...	148		
...	...	...	...	8,35,714	21,272	8,56,986		
95	...	8,601	178	8,765	22	8,787	XXXVI	
...	...	...	...	...	...	...	XXXVII	
...	...	...	...	8,765	22	8,787		
...	...	...	...	4,63,83,252	71,17,627	5,35,00,879		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1896.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineer's plant.	Balance in C — Workshop machinery.
	Brought forward (standard gauge)	₹ 3,90,27,282	₹ 8,74,95,044	₹ 8,01,39,074	...	...	...
	METRE GAUGE. **State lines worked by Companies.**						
XXXVIII	Bengal and North-Western—Tirhoot section	6,93,276	10,17,094	11,59,531	10,663	7,180	5,047
	Company's section						
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	1,70,999	2,53,819	2,28,705	364	1,926	2,814
XL	Rajputana-Malwa	46,47,648	55,28,880	59,45,439	41,904	34,126	34,639
XLI	Pálanpur-Deesa	Included in the stores transactions of the Rajputana-Malwa railway.					...
XLII	Southern Mahratta	19,18,494	18,02,208	16,54,558	6,065	30,083	17,981
XLIII	Guntakal-Mysore frontier	There were no stores on this railway on 31st December 1896.					...
XLIV	Mysore section (Southern Mahratta)	Included in the stores transactions of the Southern Mahratta railway.					...
XLV	South Indian	27,66,973†	24,74,206	26,17,211	46,792	49,496	9,049
XLVI	Máyávaram-Mutupet	There were no stores on this line on 31st December 1896.					...
XLVII	Assam-Bengal	55,40,000	38,79,063	43,36,612	9,00,847	3,64,451	1,94,044
XLVIII	Burma	12,29,022	16,84,157	18,65,499	50,847	20,961	10,365
	(*Under construction.*) Mandalay Kunlón	...	7,59,335	5,32,313	2,249	45,067	...
	Mu Valley	6,51,943	39,323	3,42,788	1,14,878	37,561	13,910
	TOTAL	1,76,18,355	1,74,38,085	1,86,82,656	...	...	...
	State lines worked by the State.						
XLIX	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	Included in the stores transactions of the standard gauge section.					...
	Dacca section						
L	Cawnpore-Burhwal (metre gauge link)	29,084	1,08,656	1,07,311	...	2,095	...
	TOTAL	29,084	1,08,656	1,07,311	...	...	...
	Assisted Companies.						
LI	Deoghur	1,906	5,172	5,461	...	...	...
LII	Rohilkund and Kumaon (Company's section)	There are no seperate stores transactions for this section.					...
LIII	Bengal-Dooars	36,834	44,794	25,734	647	3,370	113
LIV	Dibru-Sadiya	Exempted from submitting the statement of stores transactions.					...
LV	Amedabad-Parántiéz	...	76,345	36,924	11	...	...
	TOTAL	38,740	1,26,311	68,119	...	...	...
	Carried over (metre gauge)	1,76,86,179	1,76,73,052	1,88,58,086	...	...	...
	Carried over (standard gauge)	3,90,27,282	8,74,95,044	8,01,39,074	...	...	...

No. 1—*contd.*

and metre gauge railways during 1896.

HAND ON THE 31ST OF DECEMBER 1896.				TOTAL BALANCE ON THE 31ST DECEMBER 1896.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1896.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	4,63,83,252	71,17,627	5,35,00,879		
64,457	1,86,994	24,824	2,51,674	5,50,839	1,525	5,52,364	XXXVIII	
13,828	54,863	7,067	1,15,251	1,96,113	...	1,96,113	XXXIX	
9,44,765	10,72,962	2,68,655	17,34,039	42,31,089	80,580	43,11,669	XL	
...	...	...	...	...	...	...	XLI	
2,49,337	7,64,065	87,370	9,11,243	20,66,144	18,194	20,84,338*	XLII	* In addition to this, the balance of the stores of the Bangalore-Hindupore section amounted to R877 on 31st December 1896.
...	...	...	...	...	...	...	XLIII	
...	...	...	...	...	...	...	XLIV	
6,83,955	5,05,313	1,11,822	12,16,941	26,23,968	39,455	26,63,423	XLV	†The difference of R15,739 between the closing balance of 1895 and the opening balance of 1896 is due to amount transferred to stock adjustment account.
...	...	...	...	...	...	...	XLVI	
20,14,821	7,26,454	3,56,143	5,25,691	50,82,451	2,12,724	52,95,175	XLVII	
1,36,856	2,00,906	83,482	5,44,263	10,47,680	...	10,47,680	XLVIII	
—25,899	21	94,130	1,11,454	2,27,022	...	2,27,022		
10,712	572	98,747	72,098	3,18,478	11,176	3,59,654		
...	...	...	...	1,63,73,784	3,63,654	1,67,37,438		
...	...	...	...	...	...	...	XLIX	
20,449	...	6,003	1,914	30,429	2,832	33,261	L	
...	...	...	...	30,429	2,832	33,261		
209	176	...	1,232	1,617	...	1,617	LI	
...	...	...	...	...	...	...	LII	
11,568	24,503	752	14,941	55,894	...	55,894	LIII	
...	...	...	...	...	...	...	LIV	
35,935	4	2,396	1,075	39,421	5,21,280	5,60,701	LV	
...	...	...	...	96,932	5,21,280	6,18,212		
...	...	...	...	1,65,01,145	8,87,766	1,73,88,911		
...	...	...	...	4,63,83,252	71,17,627	5,35,00,879		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1896.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	Balance in B Engineer's plant.	Balance in C Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward (standard gauge)	3,90,,7,282	8,74,95,044	8,01,39,074	...	...	...
	Brought forward (metre gauge)	1,76,86,179	1,76,73,052	1,88,58,086	...	...	...
	METRE GAUGE—*concld.*						
	Assisted Companies—*concld.*						
	(Under construction.)						
LVI	Sultanpur-Bogra-Kaliganj	There were no stores for these lines on 31st December 1896.					...
LVII	Mymensingh-Jamalpur-Subban-Khalli						
LVIII	Segowlie-Raksaul	There are no separate stores transactions for this line.				...	...
LIX	Nilgiri	Exempted from submitting the statement of stores transactions.					...
	TOTAL	...	...	...	...	...	...
	Lines owned by Native States and worked by Companies.						
LX	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					...
LXI	Kolhápur						
LXII	Yesvantpur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LXIII	Mysore-Nanjangúd						
	(Under construction.)						
LXIV	Birur-Shimoga	There were no stores for these lines on 31st December 1896.					...
LXV	Hyderabad-Gódávari Valley						
	TOTAL	...	...	...	...	...	...
	Lines owned and worked by Native States.						
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section	1,31,284	2,22,137	2,22,041	105	600	...
	Bickaneer section						
LXVII	Oodeypore-Chitor	Statement of stores transactions not received.				...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	3,19,357	7,25,419	7,79,942	1,624	13,272	2,045
LXIX	Jetalsar-Rájkot	No separate stores accounts are maintained for this line.				...	...
	(Under construction.)						
LXX	Jámnagar	No separate stores accounts are maintained for this line.				...	...
	TOTAL	4,50,641	9,47,556	10,01,983	...	...	...
	TOTAL METRE GAUGE	1,81,36,820	1,86,20,608	1,98,60,069	...	...	...
	GRAND TOTAL	5,71,64,102	10,61,15,652	9,99,99,143	...	...	...

No. 2—*concld.*

and metre gauge railways during 1896.

HAND ON THE 31ST OF DECEMBER 1896.				TOTAL BALANCE ON THE 31ST DECEMBER 1896.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1896.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
℞	℞	℞	℞	℞	℞	℞		
...	...	...	...	4,63,83,252	71,17,627	5,35,00,879		
...	...	...	...	1,65,01,145	8,87,766	1,73,88,911		
...	...	...	...	...	...	...	LVI LVII	
...	...	...	...	...	...	...	LVIII	
...	...	...	...	...	...	...	LIX	
...	...	...	...	...	...	...		
...	...	...	...	...	...	...	LX LXI	
...	...	...	...	...	...	...	LXII LXIII	
...	...	...	...	...	...	...	LXIV LXV	
...	...	...	...	...	...	...		
70,579	12,259	330	47,507	1,31,380	...	1,31,380	LXVI	
...	...	...	...	...	...	...	LXVII	
96,997	78,797	9,862	62,237	2,64,834	...	2,64,834	LXVIII	
...	...	...	...	...	...	...	LXIX	
...	...	...	...	...	...	...	LXX	
...	...	...	...	3,96,214	...	3,96,214		
...	...	...	...	1,68,97,359	8,87,766	1,77,85,125		
...	...	...	...	6,32,80,611	80,05,393	7,12,86,004		

Miscellaneous.

East Indian Railway (standard gauge).

18. The following statement shows the total quantity of oils manufactured in the Company's oil mill at Manauri during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Rate per cwt. during 1895.	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Oil, castor, 1st quality	33,976	33,725	12 3 5·4	35,398	35,670	13 10 9·1
„ linseed, boiled	536	614	21 5 10·2	399	417	24 8 10·3
„ „ raw	1,300	1,393	22 2 7·2	1,654	1,279	23 3 3·9

The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	₹ a p.	Cwt.	Cwt.	₹ a. p.
Oil, kerosine	5,729	5,057	8 6 7·39	5,268	6,156	10 6 5
„ lubricating	276	156	9 2 5·8	896	683	8 14 6
„ mineral	...	...	...	Cwt. qr. lb. 6 2 15	¾	8 14 0

Bengal-Nágpur Railway (standard gauge).

19. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity. purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil { Ordinary	2,040·000	1,732·658	15 9 7	2,843·520	3,040·831	17 4 3
Castor oil { Refined	1,506·026	1,339·642	16 4 0	1,665·330	1,646·794	17 14 6
Linseed oil { Raw	78·026	78·420	23 14 5	107·044	93·506	23 14 5
Linseed oil { Boiled	98·562	110·845	24 12 9	78·758	90·476	24 12 9
Mineral oil	2,005·647	1,854·071	8 10 4	1,619·517	1,775·991	8 7 3
Kerosine oil	1,668·165	1,647·299	9 3 7	1,421·955	1,446·093	11 0 6

North Western State Railway (standard gauge).

20. The following statement shows the total quantity of oils manufactured in the North Western State railway oil-mills at Lahore during 1896, as compared with the previous year:—

Description.	1895.			1896.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1895.	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1896.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	22,513	17,130	12 4 11	18,688	17,680	18 8 0
Linseed oil, raw	...	...	...	1,281	1,148	20 7 0
Mixed lubricating oil (castor and petroleum in equal parts).	3,694	3,753	12 3 4	2,639	3,365	13 10 6

The increase in the rate of castor oil manufactured in 1896 was due to the higher rate paid for castor seed, *viz.*, R4-15-0 per cwt. against R4-1-6 in 1895.

The following statement shows the consumption of oils purchased during 1896, as compared with the previous year:—

Description.	1895.					1896.				
	Quantity in hand at beginning of year.	Quantity purchased during the year.	Total.	Quantity consumed during the year.	Rate during 1895.	Quantity in hand at beginning of year.	Quantity purchased during the year.	Total.	Quantity consumed during the year.	Rate during 1896.
	Gallons.	Gallons.	Gallons.	Gallons.	R a. p.	Gallons.	Gallons. (a)	Gallons.	Gallons.	R a. p.
Kerosine oil	100,886	82,808	183,694	123,303	0 9 3 per gallon.	60,391	287,600	347,991	131,917	0 9 10 per gallon.
	Cwt.	Cwt.	Cwt.	Cwt.		Cwt.	Cwt.	Cwt.	Cwt.	
Mineral oil	4,115	7,266	11,381	9,234	12 0 0 per cwt.	2,147	7,031	9,178	6,508	12 0 0 per cwt.

(a) Larg purchase was made owing to a favourable quotation in 1895, and to market being expected to rise.

Oudh and Rohilkhand State Railway (standard gauge).

21. Canadian lubricating oil valued at R8,851 was consumed during the year.

Eastern Bengal State Railway System (standard, metre and narrow gauges).

22. There is no oil-mill on this line.

The following statement shows the consumption of oils purchased during 1896, as compared with the previous year:—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Oil, castor	4,796·0	5,109·8	13 4 4	5,573·0	5,081·0	14 9 2
,, linseed	745·5	675·2	22 9 7	791·2	638·0	23 6 8
Mineral oil	6,845·0	6,480·3	7 11 7	6,393·7	6,868·7	7 5 7
Kerosine oil	3,788·5	3,908·7	7 0 0	4,285·5	3,967·7	7 12 0

East Coast State Railway (standard gauge).

23. The following statement shows the consumption of oils purchased during the year 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	2,580	2,436	13 5 5	2,187	2,286	14 6 2
Linseed oil	377	314	20 12 4	216	236	28 13 0
Mineral oil	...	...	...	1	1	12 12 0
Kerosine oil	573	531	10 4 5	876	816	12 0 2

Bombay, Baroda and Central India Railway (standard gauge).

24. The following statement shows the total quantity of oils manufactured in the Railway Company's oil-mills at Sabarmati during the last two years :—

Description.	1895.		1896.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt.	R a. p.	Cwt.	R a. p.
Castor oil	20,212	12 11 8	22,275	12 12 0
Linseed oil	1,105	22 13 6	1,831	22 2 8
Mixed lubricating oil	5,211	9 12 11	4,936	10 3 0
Rape oil	...	...	390	20 13 6
Single boiled linseed oil	...	...	383	19 0 5

The price of castor seed in 1896 was slightly lower than in 1895, *viz.*, R4-10-5 as against R4-11-7 per cwt., but, owing to a reduction in the amount realized by the sale of cake and to special expenditure in connection with heavy repairs and alterations to the machinery, the price of castor oil manufactured in 1896 showed a slight increase.

The price of linseed in 1896 was much lower than in 1895, *viz.*, R6-12-9 as against R7-5-2 per cwt., and would have considerably reduced the cost of the outturn of oil, but, owing to the somewhat increased cost of production coupled with a large reduction in the amount realized by the sale of cake, the rate of linseed oil was only R0-10-10 per cwt. less than that of 1895.

The increase in the rate of mixed oil was due to a special credit in 1895 for casks sold, and to the introduction in 1896 of rape oil in the blending of this oil.

The manufacture of rape oil and single boiled linseed oil was introduced in 1896.

The following statement shows the consumption of oils during the official year 1896-97 :—

Description.		Consumption in 1896-97.*		Rate.			
					R	a.	p.
Castor oil	burning	Tons	45	Per cwt.	13	2	2
	pure	,,	90	,,	11	5	0
	pure coloured	,,	71	,,	13	7	0
	mixed with petroleum	,,	59	,,	10	6	3
Linseed oil	raw	Gallons	720	Per gall.	1	15	3
	single boiled	,,	1,834	,,	1	10	3
	double boiled	,,	5,222	,,	1	14	5
	pale boiled	,,	133	,,	1	14	6
Cocoanut oil, coloured		Tons	83	Per cwt.	18	9	7
Shale oil		,,	79	,,	4	13	0
Kerosine oil, 150°		Gallons	1,342	Per gall.	0	10	11
,, 125°		,,	37,960	,,	0	8	7

*Includes consumption on the Godhra-Rutlam-Nagda railway, which cannot be separated.

Madras Railway (standard gauge).

25. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	2,941	3,046	12 2 2	3,445	3,580	14 6 1
Linseed oil	289	261	22 14 3	284	585	22 9 8
Kerosine oil	3,727	3,810	7 4 4	5,673	5,564	7 6 6

Bengal and North Western Railway, including Tirhoot State Railway (metre gauge).

26. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	1,893	1,987	13 12 0	2,273	2,232	14 14 0
Linseed oil	207	373	21 14 0	569	491	23 15 0
Mineral oil	1,339	1,217	10 9 0	1,780	2,051	8 3 0
Kerosine oil	1,747	1,878	7 10 0	1,849	1,866	8 14 0

Rajputana-Malwa Railway (metre gauge).

27. The following quantities of castor, linseed and mixed oils were received from the Sabarmati mill during the last two years :—

Description.	1895-96.		1896-97.	
	Quantity.	Average price.	Quantity.	Average price.
		R a. p.		R a. p.
Castor oil	296 tons	13 1 9 per cwt.	357 tons	12 15 0 per cwt.
Linseed oil (boiled)	3,106 gallons	2 12 6 „ gall.	3,272 gallons	2 0 10 „ gall.
„ (raw)	2,558 „	2 12 6 „ „	2,426 „	2 0 2 „ „
Mixed oil	143 tons	11 4 9 „ cwt.	162 tons	10 9 7 „ cwt.
Kerosine oil	60,331 gallons	0 9 4 „ gall.	59,190 gallons	0 9 8 „ gall.
Cocoanut oi	8 cwts.	19 9 9 „ cwt.	17 cwts.	17 11 9 „ cwt.
Petroleum	136 tons	7 10 0 „ „	143 tons	7 13 2 „ „

Castor oil is used for lighting, and castor oil with an admixture of petroleum for lubricating purposes.

Southern Mahratta Railway (metre gauge).

28. The Company have no oil manufactory. The following statement shows the consumption of oils purchased, etc., during 1896 as compared with the previous year :—

Description.	1895.			1896.		
	Quantity purchased.	Quantity issued.	Rate per cwt.	Quantity purchased.	Quantity issued.	Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Oil, axle	...	186	9 5 0	191	...	8 12 9
„ castor	1,539	1,629	13 10 10	840	694	14 0 0
„ cocoanut	4,412	4,758	18 5 9	4,862	4,194	19 2 7
„ engine cleaning	40	36	13 0 0	...	6	13 0 0
„ kerosine	2,516	2,688	10 3 0	3,751	3,543	11 10 5
„ lubricating, cylinder	119	96	18 6 3	285	139	15 9 9
„ „ mineral	2,024	1,241	9 4 9	2,289	2,614	8 13 0
„ linseed	493	520	18 14 4	469	393	22 1 5

The figures shown above represent the consumption of the whole line, whereas those shown in the last year's Administration report related to the locomotive department only.

South Indian Railway (metre gauge).

29. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	2,350	2,329	14 7 2	2,320	2,320	14 9 4
Cocoanut oil	4,608	4,352	19 0 11	4,567	4,474	19 0 8
Kerosine oil	1,624	1,624	7 0 1	2,099	2,077	7 14 1
Lubricating oil	445	445	9 6 11	1,406	1,163	9 12 6
Non-corrosive cylinder oil	200	200	17 15 8	591	449	14 4 7
Linseed oil	135	135	31 7 9	349	349	28 10 11

Assam-Bengal Railway (metre gauge).

30. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Oil, castor	294	238	17 12 2	700	680	19 10 4
„ cocoanut	113	30	21 14 6	38	99	22 12 2
„ kerosine	340	265	7 4 9	543	424	8 0 2
„ Rangoon	219	34	8 6 0	222	287	9 6 3
„ linseed, raw	69	16	23 0 6	62	83	26 1 9
„ „ boiled	126	99	25 10 10	104	178	30 14 2
„ mineral other than Rangoon	275	305	13 7 5	497	425	15 6 6

Burma Railways (metre gauge).

31. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 189
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Oil, castor	1,184	1,150	14 1 0	1,474	1,210	15 8 10
„ cocoanut	2,088	1,940	19 0 0	1,923	1,604	20 3 6
„ linseed, raw and boiled	6	4	25 10 8	46	46	26 3 0
„ kerosine	1,599	1,471	7 2 7	1,941	1,698	9 6 9
„ petroleum, lamp	936	893	14 13 7	854	841	12 11 8
„ „ cylinder	395	325	12 13 4	431	356	12 0 10
„ „ axle, heavy	3,749	3,749	7 0 0	4,188	3,706	7 0 0
„ „ engine-cleaning	265	247	4 3 11	312	265	4 3 11
„ earth, crude	1,164	1,154	2 4 4	1,127	1,133	3 0 5

Rohilkund and Kumaon Railway including Lucknow-Bareilly Railway (metre gauge).

32. Castor oil continues to be used for the lighting of trains and kerosine oil for stations and offices. Vacuum axle oil is being used for the lubricating of coaching and goods vehicles, a mixture of vacuum and castor oils in about equal proportions for engine and tender axles, and castor and cylinder oils for the other working parts of engines.

The average rate for castor oil for the year 1896-97 was R17-8-0 per cwt. against R14-10-5·18 for the previous year. Mineral oil was purchased at R9-0-0 per cwt.

Bengal Dooars Railway (metre gauge).

33. The following statement shows the consumption of oils purchased during 1896 as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	ℛ a. p.	Cwt.	Cwt.	ℛ a. p.
Castor oil	13·50	13·25	19 14 0	36·16	35·25	31 8 0
Linseed oil	4·16	1·16	31 8 0	4·57	4·50	33 0 0
Mineral oil	...	...	...	37·80	37·80	10 6 0
Kerosine oil	24·33	24·57	6 15 0	38·67	38·92	9 0 0

Dibru-Sadiya Railway (metre gauge).

34. The railway has no oil-mills of its own. The oils were purchased in India.

The following statement shows the consumption of oils purchased during 1896, as compared with the previous year :—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	ℛ a. p.	Cwt.	Cwt.	ℛ a. p.
Castor oil	466	456	18 3 6	643	637	18 3 6
Linseed oil	32	18	30 6 0	31	25	30 6 0
Mineral oil	...	...	...	10	3	5 8 0
Kerosine oil	66	54	11 12 0	69	41	11 12 0

In addition to above, 260 cwts. of mineral oil for lubricating was purchased by locomotive and carriage and wagon departments direct, which was not passed through stores and which at the rate of R6-7-10 cost R1,687.

Bhávnagar-Gondál-Junágarh-Porbandar Railway including Jetalsar-Rájkot Railway (metre gauge).

35. The following statement shows the consumption of oils purchased during 1896, as compared with the previous year:—

Description.	1895.			1896.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1895.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.
	Cwt.	Cwt.	ℛ a. p.	Cwt.	Cwt.	ℛ a. p.
Castor oil	541	542	13 15 0	694	702	13 14 0
Cocoanut oil	540	561	19 6 0	605	596	19 4 0
Kerosine oil	291	283	6 9 0	291	295	7 7 0
Linseed oil	67	66	30 2 3	85	82	29 15 0

Fuel consumption.

36. Particulars of the fuel consumption on railways will be found in Chapter XI, pages 174 to 183, of Part I of the Administration Report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the more important standard and metre gauge railways during the year 1896:—

East Indian Railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II, pages 30 and 31, of the Administration Report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000, made up thus:—

Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1896 commuted capital stock and debentures and debenture stock to the extent of £11,749,156 had been paid for by the State by the creation of a "Debt" of £12,032,765 + Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The *balance of the commuted capital* remains to be discharged by the payment of annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line—1st January 1880—the capital transactions of the East Indian railway to the 31st December 1896 stand as follows:—

	₹	£	Rx.
Debt incurred in, or created for, the purchase of the line . .	...	12,032,765 +	10,675
Capital outlay incurred since purchase of line—			
Overdrawn capital to the 31st December 1879	26,45,269		
Capital outlay on final heads .	4,68,73,443		
Carried over .	4,95,18,712	12,032,765 +	10,675

	₹	£	₹x.
Brought forward	4,95,18,712	12,032,765	+ 10,675
Capital stores suspense	90,54,389		
	5,85,73,101		
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line . . 84,87,507			
Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account . 15,43,736			
	1,00,31,243		
	4,85,41,858		4,854,186
TOTALS . .		12,032,765	+4,864,861

The expenditure during 1896 on final heads, including outlay on lines under construction, amounted to ₹33,13,165. The following are the principal works on which expenditure was incurred:—

	₹
Extra sleepers in relaying road with steel rails . . .	1,01,552
Additional rolling stock	10,97,567
Jherriah extension—completing sanctioned works . . .	1,21,262
Moghal Sarai-Gya extension	3,59,689
Toposi extension—completing sanctioned works . . .	96,644
Jamalpur—New cast iron foundry	1,20,688
Lighting 150 vehicles of the coaching stock by Pintsch's system	46,172
Frame drilling machine, frame slotting machine, crank pin, quartering machine and hydraulic crane for locomotive workshop	67,439
Howrah and Chord line districts—strengthening 28 feet girder bridges	76,887
Improvement of fencing throughout the line . . .	96,234
Proportion of cost refunded to the Delhi-Umballa-Kalka railway for junction works—Delhi-Umballa-Kalka railway at Delhi station	58,347

The following figures show the comparison of annuity and interest charges for 1896 with net earnings:—

	₹
Annuity	2,11,57,736
Interest—	
On debenture stock	13,49,925
On deferred annuity	47,01,719
On debentures paid off	14,18,673
On overdrawn capital	1,05,811
On capital, capital advance and stores accounts . .	18,16,153
TOTAL .	3,05,50,017
Net earnings, *less* contribution to the Provident Fund .	3,67,78,683
Excess of net earnings over charges for interest and annuity .	62,28,666

The total capital outlay on the East Indian railway to the 31st December 1896, which has been adopted for statistical purposes in this report, as representing the cost of constructing the line, has been arrived at as follows:

		R
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State		32,94,21,094
Outlay on final heads since purchase		4,68,73,443
Amount at debit of suspense		90,54,389
Balance of surplus stores on purchase of line		9,75,428
		38,63,24,354
Deduct—		
Outlay on the Grand Chord line survey	1,44,434	
Outlay on Moghal Sarai-Gya extension	3,59,688	5,04,122
		38,58,20,232
Deduct—		
Sale proceeds of dismantled buildings, etc.		9,13,084
Outlay on open line to the 31st December 1896		38,49,07,148

Bengal-Nágpur Railway (standard gauge).

3. The total capital account of the railway on the 31st December 1896 stood as under:

	£	£	R
Capital authorized—			
Open line—			
Share capital	3,000,000		
Debentures	1,600,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372	7,733,372	=10,09,37,367
Extensions—			
Debentures	400,000	400,000	68,14,148
Advances by Government in India	...	...	62,25,080
			11,39,76,595
Capital raised and advanced—			
Open line—			
Share capital	3,000,000		
Debentures at 3 per cent.	1,500,000		
Debentures at 2½ per cent.	100,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for Capital outlay on the Katni-Umaria section	373,372		
Capital not bearing interest	8,150		
		7,741,522	=10,10,52,795
Extensions—			
Debentures at 2½ per cent.	400,000		
Capital not bearing interest	9,478	409,478	=69,75,258
Advances by Government in India	...	...	62,25,080
			11,42,53,133

	₹
Capital expenditure, open line—	
On construction account	9,72,05,361
On stores in suspense	20,59,322
On advances in suspense	—18 931
	9,92,45,751
Extensions from Sini to Calcutta *vid* Midnapore and from Midnapore to Cuttack—	
On construction account	63,39,856
On stores in suspense	39,13,666
On advances in suspense	10,31,046
	1,12,84,568
	11,05,30,319
Balance available of—	
Capital authorized	34,46,276
Capital raised and advanced	37,22,814

The total capital outlay on final heads to the 31st December 1896 was distributed as follows :

	₹
Main line from Nágpur to Ásansol, including the branch line from Katni to Biláspur and London establishment and other charges	9,51,11,356
Sambalpur branch—Jharsuguda to Sambalpur	20,84,922
Jherriah Coal survey	1,946
Raipur-Dhamtari survey	7,137
	9,72,05,361
Bengal-Nágpur railway extensions—Sini to Calcutta *vid* Midnapore and from Midnapore to Cuttack	63,39,856
TOTAL	10,35,45,217

The expenditure during 1896 on final heads was ₹74,48,290.
The following are the principal works on which expenditure was incurred :

	₹
Open line—	
Re-spacing and adding additional sleepers to each rail throughout the line	7,56,832
Obtaining and erecting 6 E. class mail engines and tenders	1,04,962
Replacing 6,840 wagon bearing springs	79,542
Six Cylindrical oil tank wagons	33,388
Sini-Midnapore-Calcutta-Cuttack extensions—	
Preliminary expenses	56,456
Land	5,87,648
Formation	14,26,653
Bridgework	21,20,631
Ballast and permanent-way	8,90,871
Stations and buildings	47,566

The following figures show the comparison of interest charges for 1896 with net earnings :

	₹
Interest—	
Open line—	
On subscribed capital at 4 per cent.	20,84,204
Carried over	20,84,204

	R
Brought forward .	20,84,204
On debentures at 3 per cent.	7,81,576
On debentures at 2½ per cent.	20,084
On capital under Act 51 *Vic.*, Chapter 5 at 3½ per cent. .	15,57,942
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent. . .	1,94,153
Sini-Midnapore-Calcutta-Cuttack extensions—	
On debentures at 2½ per cent.	80,335
On over draft capital in England at 4½ per cent. . .	17,374
On expenditure incurred in India to 31st December 1896 at 3½ per cent.	91,836
TOTAL .	48,27,504
Net earnings, *less* contribution to the Provident Fund .	29,27,869
Deficit of net earnings below interest charges . . .	18,99,635

Indian Midland Railway (standard gauge).

4. There was an increase in the capital of the Company during the year of £360,991.

The increase under debentures is due to a loan of £250,000 having been raised by the issue of debenture bonds bearing interest at 2½ per cent. per annum, maturing on the 31st December 1902, towards the expenditure required for the Saugor-Katni extension, and the amount of advances by the Secretary of State at 3½ per cent. per annum represents the expenditure in India up to 31st December on the extension converted into sterling at 16½ rupees per £1 sterling.

The capital not bearing interest has been increased by £711-5, the premium received on the issue of the above 2½ per cent. debenture bonds and by a sum of £2,947-13 received as premium on 2½ per cent. bonds for £126,800 issued in place of others at 3½ per cent.

The 3½ per cent. debentures have been reduced by £754,100. Bonds for this amount having matured during the year were, however, arranged to be continued for the same amount bearing interest at 2¾ per cent. for seven years.

Capital authorized—	£	R
Share capital	3,000,000	
Debentures	2,754,100	
Do. (Saugor-Katni extension) .	250,000	
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5 . . .	1,345,000	
	7,349,100	=9,28,63,750
Advances by Government in India for Saugor-Katni extension	...	17,70,986
		9,46,34,736
Capital raised and advanced—		
Share capital	3,000,000	
Debentures at 3½ per cent.	1,000,000	
„ at 3 „	1,000,000	
„ at 2¾ „	171,200	
„ at 2½ „	582,900	
„ at 2½ „ (Saugor-Katni extension)	250,000	
Advances by Secretary of State at 3½ per cent. .	1,345,000	
Capital not bearing interest	4,964	
„ „ (Saugor-Katni extension)	711	
Carried over .	7,354,775	=9,29,37,537

	₹
Brought forward	9,29,37,537
Advances by Government in India for Saugor-Katni extension	17,70,986
	9,47,08,523
Capital expenditure—	
On construction account	8,65,53,993
" " (Saugor-Katni extension)	17,02,252
On stores in suspense	14,11,638
" " (Saugor-Katni extension)	28,69,904
On advances in suspense	16,109
	9,25,53,896
Balance available of—	
Capital authorized	20,80,840
Capital raised and advanced	21,54,627

The expenditure during 1896 on final heads was ₹17,07,225.

The following are the principal works on which expenditure was incurred :

	₹
Renewal of timber sleepers with Indian Midland railway pots on Scindia section	1,00,091
Saugor-Katni extension	16,10,175

The following figures show the comparison of interest charges for 1896 with net earnings :

	₹	₹
Interest—		
On subscribed capital at 4 per cent.	20,84,203	
On debentures at 3½ per cent.	7,32,492	
On " at 3 "	5,21,052	
On " at 2¾ "	81,770	
On " at 2½ "	2,18,585	
On advances by Secretary of State	7,85,881	
		44,23,983
Net earnings of the year *less* contribution to the Provident Fund		20,17,829
Deficit of net earnings below interest charges		24,06,154

Godhra-Rutlam-Nágdá Railway (standard gauge).

5. The total capital outlay on final heads of account to the 31st December 1896 was ₹1,73,67,153. The amount held in suspense was ₹99,431.

The expenditure of the year on final heads was ₹10,44,878, incurred chiefly on "Formation," "Bridgework," "Fencing," "Ballast and permanent-way," "Stations and buildings," "Plant" and "General charges."

The following figures show the comparison of interest charges for 1896 with net earnings :

	₹
Interest on capital at 4 per cent. on the outlay to end of 1895, and at 2 per cent. on the outlay during 1896	7.05,559
Net earnings, *less* contribution to the Provident Fund	4,88,650
Deficit of net earnings below interest charges	2,16,909

Wardha Coal Railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1896 was ₹49,96,305. There was no sum at debit of suspense.

The expenditure of the year on final heads was ₹5,511.

The following figures show the comparison of interest charges for 1896 with net earnings :

	R
Interest on capital outlay at 4 per cent.	1,99,745
Net earnings	83,860
Deficit of net earnings below interest charges	1,15,885

Dhond-Manmád Railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1896 was R1,13,60,978. The amount held in suspense was R12,072.

The expenditure during 1896 on final heads was R1,03,808, and was chiefly incurred on "Bridge-work", "Fencing" and "Stations and buildings."

The following figures show the comparison of interest charges for 1896 with net earnings :

	R
Interest on capital outlay at 4 per cent.	4,55,018
Net earnings	3,67,395
Deficit of net earnings below interest charges	87,623

Beswada extension (East Coast State Railway) (standard gauge).

8. The total capital outlay on final heads of account to the 31st December 1896 amounted to R14,35,588. There was no sum at debit of suspense.

The expenditure during 1896 on final heads was R3,946.

The following figures show the comparison of interest charges for 1896 with net earnings :

	R
Interest on capital outlay at 4 per cent.	57,406
Net earnings, *less* contribution to the Provident Fund	38,496
Deficit of net earnings below interest charges	18,910

Madras-Ennúr section (Beswada-Madras Railway) (standard gauge).

9. The total capital outlay on final heads of account to the 31st December 1896 was R5,78,560.

The expenditure of the year on final heads was R1,10,597. There was no debit under the head of suspense.

The following figures show the comparison of interest charges for 1896 with net earnings :

	R
Interest on capital outlay at 4 per cent.	22,724
Net earnings, *less* contribution to the Provident Fund	10,196
Deficit of net earnings below interest charges	12,528

North Western State Railway (standard gauge).

10. In the capital account of the North Western State railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621 : the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320 ; there were no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government

were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western State railway on the 31st December 1896 is made up as follows :

	£	
Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	34,20,08,221*
Suspense accounts	...	1,28,19,231
		35,76,97,922
Deduct—		
Receipts on capital account and value of assets made over by the Sind, Punjab and Delhi Railway Company	...	73,97,744*
Totals	14,009,124	+35,03,00,178

The capital expenditure during 1896 on final heads of account, excluding the outlay on gradient improvement works, amounted to ₹72,97,504, and was incurred chiefly on the following works :

	₹
Doubling the line from Piprí to Kotri	19,73,499
Doubling the line from Kiámári to Piprí	1,93,641
Reversal of charges for rolling-stock transferred to the Kotri-Rohri railway	97,070
Installation of Pintsch's gas, including building, lamps and fittings	52,028
Draw-bars and cradles for 6,131 vehicles	27,854
Fitting vacuum brake-gear to engines and rolling-stock	1,55,291
Stone revetment, miles 185 and 186, Laki	33,789
New foundry, locomotive shops, Lahore	56,242
Additions to locomotive yard at Sibi	56,161
New station building at Quetta	33,179
Expenditure on construction works between Kolpur and Quetta	84,253
Alterations and additions to Phillour yard	26,072

* Including outlay on gradient improvement works as follows :

	₹
Final heads	73,18,561
Deduct—	
Receipts on capital account	3,437
	73,15,124

Wazirabad-Lyallpur Railway.

	R
180 Covered goods wagons	3,67,609
10 Brake-vans	32,559
30 Third class carriages	56,390
8 Locomotives	3,34,571
Ballasting	51,255

Mushkaf-Bolán Railway.

Permanent-way for doubling the line	7,94,133
Large bridges, doubling the line	5,91,442

Kotri-Rohri Railway.

Completing construction	16,29,251

The following figures show the comparison of interest charges for 1896 with net earnings ;

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
	R	R	R
Interest on capital at 4 per cent. on the outlay to end of 1895, and at 2 per cent. on the outlay during 1896	39,20,602	13,83,635	1,71,05,547*
Net earnings, *less* contribution to the Provident Fund	—4,50,961	5,25,310	1,18,12,060
Deficit of net earnings below interest charges	43,71,563	8,58,325	52,93,487

The total capital outlay on the North Western State, including the Wazirabad-Lyallpur railway, to the 31st December 1896, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows :

	R	R
Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State		11,88,73,361
State outlay on the North Western State railway system		34,20,08,221†
		46,08,81,582
Deduct—Receipts on capital account		25,61,093†
		45,83,20,489
Amount held in suspense		1,28,19,231
Total outlay to the 31st December 1896 adopted for statistical purposes		47,11,39,720
Deduct—Outlay on doubling the line from Kurrachee to Kotri	35,39,002	
Outlay on Kotri-Rohri railway—Indus bridge division	4,73,689	
		40,12,691
Outlay on open line		46,71,27,029

The approximate distribution of the outlay on final heads, *viz.*, R45,83,20,489, shown above, between the commercial and military sections, is as follows :

	R
Commercial section—	
Main line and branches	31,57,72,600†

* Including R96,43,588 on account of annuity for the two-half years payable on account of purchase money of the late Sind, Punjab and Delhi railway.

† Including outlay on gradient improvement works as at foot of the previous page.

Military section—		
Sind-Sagar and Khusalgarh branches.	3,46,10,025	
Pishin section	10,79,37,864	
		14,25,47,889

Hyderabad-Shadipalli Railway (standard gauge).

11. The total capital outlay on final heads of account to the 31st December 1896 amounted to R18,00,799. There was no debit under the head of suspense.

The expenditure during 1896 on final heads was R32,977 and was incurred mainly under "Ballast and permanent-way" and "Stations and buildings."

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest on capital outlay at 4 per cent.	71,420
Net earnings	64,376
Deficit of net earnings below interest charges	7,044

Oudh and Rohilkhand State Railway system (standard gauge).

12. The Oudh and Rohilkhand guaranteed railway was purchased by the Government on the 1st January 1889, and take over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
TOTAL	9,300,000

The share capital was acquired by the issue of £5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line on the 1st January 1889 to the 31st December 1896, the capital transaction of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand State railway system, stand as under:

	£	R
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway	10,336,049	
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations		1,36,12,398
Suspense account		23,96,607
		1,60,09,005
Carried over	10,336,049	1,60,09,005

	£		R
Brought forward .	10,336,049		1,60,09,005
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway		R 8,41,459	
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company		24,60,594	
			33,02,053
TOTALS .	10,336,049	+	1,27,06,952

The capital expenditure during 1896 on final heads of account was R6,41,862.

The following are the principal works on which expenditure was incurred :

	R
Completion of Najíbabad-Kotdwára branch	3,22,871
Renewal and strengthening of 9, 10 and 40-feet girders .	57,637
Additional traffic quarters at Moradabad	25,872
Additional siding accommodation at Moradabad . .	33,660
Protection bund to prevent the erosion of Ajodhya Ghât by the Gogra river	25,133

The following figures show the comparison of interest charges for 1896 with net earnings :

	R
Interest	59,99,099
Net-earnings, *less* contribution to the Provident Fund .	43,50,907
Deficit of net earnings below interest charges . . .	16,48,192

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum : there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand State railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand State railway system, including the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections, to the 31st December 1896, *viz.*, R10,51,66,053, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows :

	R
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1888	8,91,57,048
Carried over .	8,91,57,048

Brought forward .	8,91,57,048
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1896 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1896 on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections	1,36,12,398
	10,27,69,446
Amount held in suspense	23,96,607
	10,51,66,053

Eastern Bengal State Railway system (standard, metre and special gauges).

13. In the capital account of the Eastern Bengal State railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
TOTAL .	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act, Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1896 stood as under:

	£	₹
Cost to the State on account of the purchase of the Eastern Bengal railway . . .	4,415,575	...
Carried over .	4,415,575	...

	£	₹
Brought forward	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections, including Budge-Budge extension since the 1st July 1884	...	2,61,52,658
Suspense accounts	...	22,32,117
		2,88,09,258
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*)	4,415,575	+ 2,80,81,378
Northern and Behar sections, including the Bársoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	...	4,01,48,938
Dacca section (*metre gauge*)	...	67,39,174
TOTALS	4,415,575	+ 7,49,69,490

The expenditure during 1896 on final heads was as follows:

	₹
Eastern and Southern sections, including Budge-Budge extension	22,24,756
Northern and Behar sections, including the Bársoi-Kissengunge and the Kaunia-Dharlla branches	1,63,860
Dacca section	15,752
TOTAL	24,04,368

The principal works on which outlay was incurred are detailed below:

	₹
Eastern and Southern sections, including Budge-Budge extension—	
Land required for extending the locomotive and goods yards at Chitpore	43,078
Raising Daulutdia line, and bridging the Pachooria khal	25,974
Fakirabad line from Pachooria Junction to the river Ganges	63,669
Ghât station at Belgáchhi	45,249
Transfer of eight locomotive engines from the East Coast State railway	3,79,242
Lighting the trains on the 5′—6″ gauge with oil gas	1,02,053
Additional shed accommodation at Chitpore	71,656
Obtaining and fitting automatic vacuum brake materials, etc.	25,617
Eight oil tank vans for bulk oil trade	43,642
Doubling the line from Ránaghat to Porádaha	12,39,354
Northern, including the Behar and Kaunia-Dharlla sections—	
A sand pump dredger required for use on the river service stations at Raita, Lalgola and Manihári	32,940

The following figures show the comparison of interest charges for 1896 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	₹	₹	₹
Interest on capital outlay at 4 per cent.	39,90,487†	16,02,401	2,69,397
Net earnings, *less* contribution to the Provident Fund	52,99,143	34,64,021	2,39,122
Excess of net earnings over interest charges	13,08,656	18,61,620	—*30,275*

The total capital outlay on the Eastern Bengal State railway system to the 31st December 1896, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	2,61,52,658
Suspense accounts	22,32,117
Total outlay on Eastern and Southern sections (*standard gauge*)	6,33,16,984
Northern and Behar sections, including the Bársoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (*2′ 6″ gauge*) branch	4,01,48,938
Dacca section (*metre gauge*)	67,39,174
TOTAL	11,02,05,096

Bengal Central Railway (*standard gauge*).

14. The total capital of the Company on the 31st December 1896 was as follows:

	£	£	₹
Capital authorized	1,000,000	1,000,000	
Capital raised and advanced—			
Share capital	500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chap. 5	500,000	1,000,000	
Capital expenditure—			
On construction account		826,544 =	1,01,65,840
On stores in suspense		40,289 =	6,84,528
TOTAL		866,833 =	1,08,50,368

	£
Balance available of—	
Capital authorized	133,167
Capital raised and advanced	133,167

* Including the Bársoi-Kissengunge and the Kaunia-Dharlla branches.

	₹
† Simple interest	13,88,260
Annuities in purchase of the line and interest on debt	26,02,227
TOTAL	39,90,487

The expenditure during 1896 on final heads was ₹69,119, and was chiefly incurred on "Ballast and permanent-way" and "Stations and buildings."

The following figures show the comparison of interest charges for 1896 with net earnings:

	₹	₹
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3¼ per cent.		5,69,176
Net earnings *less* ¼ share due to Company:		
Net earnings	3,46,732	
Less—¼ share due to the Company	86,683	
		2,60,049
Deficit of net earnings below interest charges		3,09,127

Calcutta Port Commissioners' Railway (standard gauge).

15. The total capital outlay on final heads of account to the 31st December 1896 was ₹68,49,276.

No expenditure was incurred on capital account during the year, nor was there any debit under the head of suspense.

The following figures show the comparison of interest charges for 1896 with net earnings;

	₹
Interest and Sinking Fund at 6·00, 6·14 and 7·14 per cent. on Government and Debenture loans	1,06,633
Net earnings	2,19,264
Excess of net earnings over interest charges	1,12,601

East Coast State Railway (standard gauge).

16. The total capital outlay on final heads of account to the 31st December 1896 was ₹5,42,45,543, of which ₹5,27,63,247 represents the outlay on the open line. The amount held in suspense was ₹17,88,683.

The expenditure during 1896 on final heads of account amounted to ₹47,17,455 on the open section of the railway, and to ₹21,12,685 on the section under construction.

The following figures show the comparison of interest charges for 1896 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	22,08,140
Net earnings, *less* contribution to the Provident Fund	5,29,705
Deficit of net earnings below interest charges	16,78,435

Great Indian Peninsula Railway (standard gauge).

17. Debenture bonds to the amount of £300,000 bearing interest at 3 per cent. per annum, became due for repayment on the 31st December 1895. The whole amount has been replaced at 2¾ per cent. interest for a further period of seven years, namely, to 31st December 1902. Also Debenture bonds to the amount of £300,000, bearing interest at 3½ per cent. per annum, became due

for repayment on the 30th June 1896, and the whole amount has been replaced at 2½ per cent. interest for a further period of seven years, namely, to 30th June 1903, and Debenture bonds to the amount of £300,000, bearing interest at 3¼ per cent. per annum, became due for repayment on the 31st December 1896, and were paid off. The total capital of the Company on the 31st December 1896 stood as follows:

	£	£	₹
Capital authorized—			
Stock and shares	20,000,000		
Loans	6,666,666		
		26,666,666 =	29,09,09,084
Capital subscribed—			
Stock and shares	20,000,000		
Debenture stock £2,701,450			
Less—Discount £225,891			
	2,475,559		
Loans at 3½ per cent.	1,002,100		
Loans at 3 per cent.	1,068,800		
Loans at 2½ per cent.	300,000		
Loans at 2½ per cent.	300,000		
Capital not bearing interest	293,449		
		25,439,908 =	27,75,26,369
Capital expenditure—			
On construction account		25,234,080 =	27,52,80,875
On stores in suspense		359,350 =	39,20,182
On advances in suspense		—15,756 =	—1,71,884
		25,577,674 =	27,90,29,173
Balance available of—			
Capital authorized		1,088,992 =	1,18,79,911
Expenditure in excess of—			
Capital subscribed		137,766 =	15,02,904

The total capital outlay on final heads of account to the 31st December 1896 amounted to ₹27,52,80,875.

The expenditure during 1896 on final heads of account was ₹ 6,15,568.

The following are the principal works on which expenditure was incurred:

	₹
Providing and fixing interlocking apparatus at Mazagon	27,991
Re-building tops of piers, raising the approaches and strengthening girders at Mund viaduct	28,845
Renewal of girders of Kali Maichan Naktwa and Sangli bridges	43,828
Fittings and apparatus for lighting the trains with Pintsch's patent oil gas	86,119
Fitting the whole of the coaching stock with automatic vacuum brake gear	1,61,854
Five tank wagons to carry mineral oil in bulk	39,323

The following figures show the comparison of interest charges for 1896 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	1,09,09,091
On debentures at 3¼ per cent.	5,14,835
On debentures at 3 per cent.	3,49,789
On debentures at 2½ per cent.	90,000
Carried over	1,18,63,715

	R
Brought forward . .	1,18,63,715
On debentures at 2½ per cent.	40,909
On debenture stock at 4 per cent.	11,78,815
On overdrawn capital at 4½ per cent.	2,818
	1,30,86,257
Payment to Government in respect of State lines worked by the Company	5,33,907
TOTAL .	1,36,20,164
Net earnings, *less* contribution to the Provident Fund .	1,59,54,504
Excess of net earnings over interest charges and rent of leased lines for 1896	23,34,340

Bombay, Baroda and Central India Railway (standard gauge).

18. The total capital of the Company at the close of 1896 was as follows:

	£	£	R
Capital authorized—			
Share capital	6,250,000		
Debenture bonds . . .	4,463,500		
		10,713,500	= 11,68,74,545
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,300,300		
Debenture bonds at 3½ per cent.	888,500		
Debenture bonds at 3 per cent.	300,000		
Debenture bonds at 2½ per cent.	749,400		
Capital not bearing interest .	29,568		
		9,517,768	= 10,38,30,196
Capital expenditure—			
On construction account		9,153,283	= 9,98,54,001
On stores in suspense		342,282	= 37,33,986
On advances in suspense		—39,497	= —4,30,880
		9,456,068	= 10,31,57,107
Balance available of—			
Capital authorized		1,257,432	= 1,37,17,438
Capital subscribed		61,700	= 6,73,089

During the period under review the following additions and alterations to the capital of the Company was made:

(1) The renewed 3½ per cent. debenture loan of 1887, amounting to £100,000, was again renewed for a further period of seven years at 2½ per cent.

(2) The 3½ per cent. debenture loan of 1889, amounting to £250,000, was cleared as follows:

(*a*) £100,600 was paid off.

(*b*) £149,400 was renewed at 2½ per cent. for a further term of seven years.

(3) A new 2½ per cent. debenture loan of £500,000 running for seven years was raised at a premium of £11,149-7-0 which was added to the capital not bearing interest.

The total capital outlay, including the State expenditure of R8,08,405 on the Pátri branch to 31st December 1896, is distributed as follows:

	R
Main line—Bombay to Sábarmati (including London establishment and other charges)	9,25,22,598
Wadhwán extension—Sábarmati to Wadhwán . .	42,89,526
Ánand-Godhra branch—Ánand to Godhra . . .	28,87,269
Carried over . .	9,96,99,393

		R
Brought forward . .		9,96,99,393
Pátri branch—Viramgám to Khárághoda	Company's outlay	1,51,605
	State outlay	8,08,405
Dhejbara survey		3,003
TOTAL .		10,06,62,406

The expenditure during 1896 on final heads was R24,80,601.

The following are the principal works on which expenditure was incurred :

	R
Doubling the main line between Virár and Pálghar . .	4,86,260
Doubling the main line between Pálghar and Dhanu . .	3,92,467
Doubling the main line between Amroli and Itola . .	3,72,903
Renewing Warren girder bridges (Capital share only) . .	2,60,329
Constructing a new grain shed at Carnac Bridge . . .	1,69,794
Constructing new administrative offices at Church Gate . .	1,69,514
Additions and alterations to the Godhra station . . .	70,792
Constructing a new terminal station at Colába . . .	62,976
Raising the rail level of Ambica bridge No 368 . . .	41,979
Erecting 10 additional broad-gauge engines . . .	90,433

The following figures show the comparison of interest charges for 1896 with net earnings :

Interest—	R
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3½ per cent.	3,77,059
On debentures at 3 per cent.	98,182
On debentures at 2½ per cent.	96,012
On overdrawn capital at 4½ per cent.	55,007
Total .	47,44,605
Net earnings, *less* contribution to the Provident Fund . .	89,00,862
Excess of net earnings over interest charges . .	41,56,257

Madras Railway (standard gauge).

19. No new loans were raised, but £60,000 of 3½ per cent. debentures, which expired on the 31st December 1895, were renewed for seven years at 2¾ per cent. per annum.

The total capital of the Company was, therefore, not affected, and at the close of 1896 was as follows :

	£	£	R
Capital authorized—			
Stock and share capital		10,257,630	
Debenture bonds		3,419,210	
		13,676,840	= 14,92,01,891
Capital subscribed—	£		
Share capital . . .	8,318,080		
Debenture bonds converted into stock . . .	1,939,550		
Debenture bonds at 3½, 3 and 2¾ per cent. . . .	800,000		
Capital not bearing interest .	12,039		
		11,069,669*	= 12,07,60,022
Capital expenditure—			
On construction account .	10,874,255		
On stores in suspense . .	234,925		
On advances in suspense .	—3,572		
		11,105,608	= 12,11,52,091
Balance available of—			
Capital authorized		2,571,232	= 2,80,49,800
Expenditure in excess of—			
Capital subscribed		35,939	= 3,92,069

* Including £200,000 received by the Company from the Secretary of State on the 31st December 1896 to pay off debentures falling due on the 1st January 1897.

The expenditure during 1896 on final heads was ₹5,02,359.

The following are the principal works on which expenditure was incurred:

	₹
Laying new permanent-way over certain girder bridges, South-West line	31,782
Gas-making plant, lamps, etc.	53,588
Fitting automatic vacuum brake-gear to 15 engines and 50 carriages	52,741
Constructing 25 timber trucks	37,878
Rolling-stock	38,272

The following figures show the comparison of interest charges for 1896 with net earnings:

Interest—	₹
On subscribed capital—	
At 5 per cent.	47,76,911
At 4½ per cent.	5,18,161
At 4¼ per cent.	2,45,455
On debentures—	
At 3½ per cent.	1,42,598
At 3 per cent.	1,10,552
At 2¾ per cent.	18,000
On overdrawn capital at 4½ per cent.	8,922
TOTAL	58,20,599
Net earnings, *less* contribution to the Provident Fund	53,85,291
Deficit of net earnings below interest charges	4,35,308

Delhi-Umballa-Kalka Railway (standard gauge).

20. The capital of the Company consists of—

Capital authorized and received—	£
Share capital	800,000
Debenture stock	300,000
	1,100,000

The expenditure on final heads of account to the 31st December 1896 amounted to ₹1,54,15,313, which includes ₹5,76,918 on account of interest on capital during construction.

The amount held in suspense was ₹34,470.

The transactions of the year resulted in a credit of ₹48,280.

Tarkessur Railway (standard gauge).

21. The total capital outlay on final heads of account to the 31st December 1896 was ₹17,56,898. There was no sum at debit of suspense.

The expenditure of the year was ₹3,558.

Khámgaon and Amráoti Railways (standard gauge).

22. The total capital outlay on final heads of account to the 31st December 1896 was ₹5,22,150 on the Khámgaon railway, and ₹4,44,732 on the Amráoti railway. The amounts held in suspense on these lines were ₹453 and ₹6,387, respectively.

The expenditure during 1896 on final heads was ₹1,685 on the Khámgaon railway and ₹1,307 on the Amráoti railway.

The following figures show the comparison of interest charges for 1896 with net earnings:

	Khámgaon railway.	Amráoti railway.
	₹	₹
Interest on capital outlay at 4 per cent.	20,593	18,002
Net earnings	24,447	42,872
Excess of net earnings over interest charges	3,854	24,870

Bína-Goona Railway (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1896 was ₹54,15,146, of which ₹49,98,917 represents the outlay on the open line. There was no debit under the head of suspense.

The expenditure during 1896 on final heads was ₹17,882 on the open section, and ₹4,16,229 on the Goona-Bara extension which is under construction.

Bhopal-Ujjain Railway (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1896 was ₹73,97,880, and the amount held in suspense at that date was ₹3,79,724.

The expenditure during 1896 on final heads was ₹7,94,339.

Bhopal-Itársi Railway (standard gauge).

25. The total capital outlay on final heads of account to the 31st December 1896 was ₹72,71,877, divided between the Government of India and the Bhopal Darbar as under:

	₹
Government of India	22,71,877
Bhopal Darbar	50,00,000

There was no debit under the head of suspense.

The expenditure during 1896 on final heads was ₹23,914.

The following figures show the comparison of interest charges for 1896 with net earnings:

	Government of India.	Bhopal Darbar.
	₹	₹
Interest on capital outlay at 4 per cent.	90,107	2,00,000
Net earnings, *less* contribution to the Provident Fund	62,745	1,38,532
Deficit of net earnings below interest charges	27,362	61,458

The Nizam's Guaranteed State Railway (standard gauge).

26. The total capital of the Company on the 31st December 1896 stood as under:

	£	£
Capital authorized—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,200,000	
		3,200,000
Capital expenditure—		
On construction account	3,154,560	
On stores in suspense	47,336	
		3,201,896
Balance available of—		
Capital authorized		798,104
Expenditure in excess of—		
Capital subscribed		1,896

The total capital outlay on final heads of account to the 31st December 1896 was R4,00,74,524, and the amount held in suspense R7,50,213.

The expenditure during 1896 on final heads was R3,00,043, and was chiefly incurred on "Stations and buildings" and "Carriage and wagon stock."

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest—	
On subscribed capital at 5 per cent.	16,35,377
On debentures at 4 per cent.	7,84,980
Sinking Fund at 1 per cent.	1,96,245
TOTAL	26,16,602
Net earnings, *less* contribution to the Provident Fund	17,28,195
Deficit of net earnings below interest charges	8,88,407

Nagdá-Ujjain Railway (standard gauge).

27. The total capital outlay on final heads of account to the 31st December 1896 was R20,71,251. There was no debit under the head of suspense.

The following figures show the comparison of interest charges with net earnings:

	R
Interest on capital outlay at 4 per cent.	38,048
Net earnings of the year	17,762
Deficit of net earnings below interest charges	20,286

The Gaekwar's Petlád Railway (standard gauge).

28. The total capital outlay on final heads of account to the 31st December 1896 was R7,13,331, and the amount held in suspense at that date was R9,785.

The following figures show the comparison of interest charges with net earnings:

	R
Interest on capital outlay at 4 per cent.	28,923
Net earnings, *less* contribution to the Provident Fund	82,847*
Excess of net earnings over interest charges	53,924

Kolar Gold-fields Railway (standard gauge).

29. The total capital outlay on final heads of account to the 31st December 1896 was R7,28,208, and the amount held in suspense at that date was R16,796.

The expenditure during 1896 on final heads was R69,664, and was chiefly incurred on fencing and permanent-way.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest on capital outlay at 4 per cent.	29,661
Net earnings, *less* contribution to the Provident Fund	63,287
Excess of net earnings over interest charges	33,626

Rájpura-Bhátinda Railway (standard gauge).

30. The total capital outlay on final heads of account to the 31st December 1896 amounted to R66,87,026. The amount held in suspense was R8,787.

The expenditure during 1896 on final heads was R4,110.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,67,733
Net earnings	4,49,022
Excess of net earnings over interest charges	1,81,289

* Including R32,507 on account of terminals relating to previous years.

Jammu and Kashmir Railway, Native state section (standard gauge).

31. The total capital outlay on final heads of account to the 31st December 1896 amounted to R9,60,011. There was no debit under the head of suspense.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest on capital outlay at 4 per cent.	38,400
Net earnings	24,557
Deficit of net earnings below interest charges	13,843

Bengal and North-Western Railway system (metre gauge).

32. The total capital on the Company's section of the line, including the Ganges-Gogra-Doab railways, on the 31st December 1896 stood as follows:

	£	£	R
Capital authorized—			
Share capital	2,750,000		
3½ per cent. Preference shares	1,500,000		
		4,250,000	
Capital subscribed—			
Share capital	3,346,308		
Capital not bearing interest	39,002		
		3,385,310	
Capital expenditure—			
On construction account		2,477,590	=3,25,90,721*
On stores in suspense On advances in suspense		99,644	= 17,45,393
		2,577,234	=3,43,36,114
Balance available of—			
Capital authorized		1,672,766	
Capital subscribed		808,076	

The total capital outlay on final heads of account to the 31st December 1896 was as follows:

	R
Tirhoot State railway, Government section	2,56,18,289
Bengal and North-Western railway, Company's section	3,25,90,721*
TOTAL	5,82,09,010

The amount held in suspense was:

	R
Tirhoot State railway, Government section	4,20,366
Bengal and North-Western railway, Company's section	17,45,393
TOTAL	21,65,759

The expenditure during 1896 on final heads was as follows:

	R
Tirhoot State railway, Government section	2,96,942
Bengal and North-Western railway, Company's section	31,10,679
TOTAL	34,07,621

The principal works on which outlay was incurred are detailed below:

Tirhoot State railway, Government section—

	R
10 composite carriages 1st and 2nd class	27,359
90 third class carriages	67,897
Hajipur-Katihár extension	55,025

* Including R10,90,014, interest on capital during construction.

Bengal and North-Western railway, Company's section—

	₹
Erection of 10 F. class engines	1,17,800
Permanent bridge over the Gogra	9,45,815
Gonda-Bâlrampur-Tulsipur branch	5,73,797
Nápára-Katarnian Ghât „	6,32,029
Bhatni-Turtipur „	3,58,661
Salimpur-Barhaj „	1,88,204

The following figures show the comparison of interest charges for 1896 with net earnings:

	Tirhoot State railway, Government section.	Bengal and North-Western railway, Company's section.
	₹	₹
Interest on capital outlay at 4 per cent.	10,27,821	14,65,480
Net earnings, *less* contribution to the Provident Fund	14,85,191*	17,41,786
Excess of net earnings over interest charges	4,57,370	2,75,306

Rajputana-Malwa Railway (metre gauge).

33. The total capital outlay on final heads of account on the several sections of the system to the 31st December 1896 was as follows:

	₹
Rajputana-Malwa section	9,05,94,282
Holkar section	1,31,02,501
Rewâri-Ferozepore section	1,29,70,935
Cawnpore-Achnera section	1,17,82,984
TOTAL	12,84,50,702

The amount held in suspense was ₹43,91,062.

The expenditure during 1896 on final heads was as follows:

	₹
Rajputana-Malwa section	5,47,734
Holkar section	15,087
Rewâri-Ferozepore section	54,642
Cawnpore-Achnera section	88,203
TOTAL	7,05,666

The expenditure was chiefly incurred on the following works:

	₹
Construction of additional bogie third class carriages	1,38,528
Junction arrangements in Ujjain station yard owing to the entry of the broad gauge lines	84,762
Building 10 tenders of 1,600 gallons water capacity for O class engines	33,318
Fencing 20 miles of line on the Abu division	32,700
Supply of paulins to the Traffic department	31,728

* Made up thus:

	₹
Net earnings, *less* ordinary contribution to the Provident Fund	15,00,459
Less—Special contribution to the Provident Fund, not included in the share account	15,268
	14,85,191

The following figures show the comparison of interest charges for 1896 with net earnings:

	Rajputana-Malwa and Rewári-Ferozepore sections.	Holkar section.	Cawnpore-Achnera section.
	₹	₹	₹
Interest on capital at 4 per cent. on the outlay to end of 1895, and at 2 per cent. on the outlay during the year 1896	43,18,368	5,73,793*	4,69,535
Net earnings, *less* contribution to the Provident Fund . . .	96,96,199	2,19,503	10,61,025
Excess of net earnings over interest charges	53,77,831	3,54,295	5,91,470

Pálanpur-Deesa Railway (metre gauge).

34. The total capital outlay on final heads of account to the 31st December 1896 was ₹4,17,746.

There was no debit under the head of suspense.

The expenditure during 1896 on final heads was ₹17,371.

The following figures show the comparison of interest charges for 1896 with net earnings:

	₹
Interest on capital at 4 per cent. on the outlay to the end of 1895, and at 2 per cent. on the outlay during the year 1896	16,549
Net earnings, *less* contribution to the Provident Fund . .	29,172
Excess of net earnings over interest charges . . .	12,623

Southern Mahratta Railway (metre gauge).

35. During the year no advance was made by the Secretary of State.

The total capital of the Company on the 31st December 1896 was as follows:

	£	£	₹
Capital authorized—			
Share capital . . .	3,500,000		
Debenture bonds . . .	943,100		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,129,900		
		6,573,000 =	7,98,76,000
Capital raised and advanced—			
Share capital . . .	3,500,000		
Debenture bonds at 3 per cent.	255,000		
Debenture bonds at 3½ per cent.	688,100		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5 . . .	2,129,900		
Capital not bearing interest .	30,957		
		6,603,957 =	8,03,09,392
Capital expenditure—			
On construction account		6,636,459 =	8,11,60,742
On stores in suspense		132,081 =	15,84,976
Stores taken over with the Bellary-Kistna section		— 230,668 =	— 32,29,347
		6,537,872 =	7,95,16,371
Balance available of—			
Capital authorized		35,128 =	3,59,629
Capital raised and advanced . . .		66,085 =	7,93,021

* Interest on one crore of rupees advanced by the Indore Durbar is calculated at 4½ per cent.

The total capital outlay, including the State expenditure of £1,184,173= R1,65,78,416 on the Bellary-Kistna section, to the 31st December 1896, was R9,60,94,787.

The expenditure during 1896 on final heads was R3,41,315. The outlay was on works costing less than R25,000 each, except that on the married guard's quarters at Donakonda, on which an expenditure of R31,881 was incurred. Rupees 25,784 were also spent during the year on additional rolling-stock.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest—	
On subscribed capital at 3½ per cent.	20,65,898
On debentures at 3½ per cent.	3,83,320
On debentures at 3 per cent.	1,31,126
On advances by the Secretary of State for India at 4 per cent.	12,02,273
On outlay by the State on the Bellary-Kistna section at 4 per cent.	6,63,123
Total	44,45,749
Net earnings, *less* contribution to the Provident Fund	29,11,800
Deficit of net earnings below interest charges	15,33,940

Guntakal-Mysore Frontier Railway (metre gauge).

36. The total capital outlay on final heads of account to the 31st December 1896 was R59,00,158. There was no debit under the head of suspense.

The expenditure during 1896 on final heads was R 28,419.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,35,616
Net earnings, *less* contribution to the Provident Fund	2,08,583
Deficit of net earnings below interest charges	27,033

Mysore section (Southern Mahratta Railway) (metre gauge).

37. The capital of the Company underwent no change, and stood on the 31st December 1896 as follows:

	£	R
Capital authorized—		
Debenture stock	1,200,000	=1,60,61,569
Capital raised—		
Debenture stock at 4 per cent.	1,200,000	
Capital not bearing interest	24,000	
	1,224,000	=1,63,82,801
Capital expenditure—		
On construction account	,095,660	=1,46,65,017
On stores in suspense	33,116	= 4,43,240
	1,128,776	=1,51,08,257
Balance available of—		
Capital authorized	71,224	= 9,53,312
Capital raised	95,224	= 12,74,544

The expenditure during 1896 on final heads was R1,39,994. The outlay during the year was on works costing less than R25,000 each, except that on the work of re-arrangement and additions to the station yard at Bangalore City, on which R66,898 was expended.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest—	
On debenture at 4 per cent.	8,21,588
Net earnings, *less* contribution to the Provident Fund	6,76,976
Deficit of net earnings below interest charges	1,44,612

South Indian Railway (metre gauge).

38. This undertaking was acquired by Government on the 1st January 1891, and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4½ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4½ per cent. at a premium of £24-11-2; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1896 was as follows:

	£	R
Capital authorized (converted at R14 per £)—		
Share capital	1,000,000,	= 1,40,00,000
Capital subscribed (converted at R14 per £)—		
Share capital	1,000,000,	= 1,40,00,000

The total capital expended to the 31st December 1896 amounted to R7,67,63,325 as shown below:

Capital expenditure (including outlay from State capital)—	R
On construction account	7,40,91,954
On stores suspense	26,63,423
On advances in suspense	7,948
TOTAL	7,67,63,325

The total capital outlay on final heads of account to the 31st December 1896 was as follows:

	R
South Indian railway, including Nellore branch	5,55,87,645
Villupuram-Dharmavaram section	1,85,04,309
TOTAL	7,40,91,954

The expenditure during 1896 on final heads was R1,27,712.

The following are the principal works on which expenditure was incurred:

	R
Additional new buildings at Pākala station	44,666
Constructing 80 long frame 40 feet bogie third class carriages	25,931

The following figures show the comparison of interest charges for 1896 with net earnings:

Interest in terms of Company's contract—

	R
On Company's capital at 3 per cent.	4,20,000
On State capital (£425,000) at 4½ per cent.	3,32,170
Expenditure and cash balance at 3 per cent.	17,03,199
Carried over	24,55,369

N.B.—£313,700 of 3½ per cent. debenture bonds were discharged in July 1896 by the issue of India 2½ per cent. stock to the extent of £301,900.

Brought forward	24,55,369
Add—	
Share of surplus profits payable to Company	2,86,156
TOTAL	27,41,525
Net earnings, *less* contribution to Provident Fund	40,19,513
Excess of net earnings over interest charges	12,77,988

The excess of interest incurred by the State over the amount charged in terms of the Company's contract results in a net loss to the State of ₹3,27,320 as shown below:

	₹	₹
Interest charges incurred by the State—		
On Company's capital		5,05,935
On Government capital—		
Debenture stock at 4½ per cent.	3,22,533	
Debenture bonds at 3½ per cent.	86,651	
Indian stock at 3 per cent.	20,21,865	
Indian stock at 2½ per cent.	63,764	
Indian outlay at 4 per cent.	10,59,929	
		35,54,742
Surplus profits payable to Company		2,86,156
TOTAL		43,46,833
Less, interest charged in terms of contract		27,41,525
Excess of actual charges over contract charges		16,05,308
Excess of net earnings over contract interest charges		12,77,988
Net loss to the State		3,27,320

Máyavaram-Mutupet Railway (metre gauge).

39. The total capital outlay on final heads of account to the 31st December 1896 was ₹24,49,580. The amount held in supense was ₹100.

The expenditure during 1896 on final heads amounted to ₹2,242.

The following figures show the comparison of interest charges for 1896 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	97,861
Net earnings, *less* contribution to the Provident Fund	99,362
Excess of net earnings over interest charges	1,501

Assam-Bengal Railway (metre gauge).

40. In accordance with clause 58 of the Contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, the capital account of the railway is divided into two parts.

PART I.

Land.—The expenditure on land, including preliminary expenses on the Garo Hill survey, ₹38,594, to end of December 1896 aggregated ₹29,79,289. The amount held in suspense was ₹224.

PART II.

The total capital of the railway to the 31st December 1896 stood as under:

	£	£	₹	₹
Capital authorized—				
Share capital	1,500,000		=2,21,25,420	
Debentures	500,000		= 91,73,610	
Advances in India by Secretary of State for India	1,216,411		=1,76,89,744	
		3,216,411		4,89,88,774

	£	£	R	R
Capital raised and advanced—				
Share capital	1,499,860		=2,21,20,089	
Debentures	500,000		= 91,73,610	
Capital not bearing interest	15,385		= 2,82,272	
Advances in India by Secretary of State for India	1,216,411	3,931,656	=1,96,89,744	
				4,92,65,715
Capital expenditure—				
On construction account			4,29,09,900	
On stores suspense			52,95,174	
On advances in suspense			9,54,717	
				4,91,59,791
Expenditure in excess of—				
Capital authorized				1,71,017
Balance available of—				
Capital raised and advanced				1,05,924

The expenditure during 1896 on final heads was R1,24,09,517.

The interest charges for 1896, calculated in terms of the contract, are as follows:

On share capital at 3½ per cent.	8,81,009
On debentures at 3 per cent.	2,52,967
On capital contributed by Secretary of State at 3½ per cent.	5,59,595
TOTAL	16,93,571

The interest charges up to June 1898 are, under clause 45 of the Contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, debitable to the capital account of the undertaking.

Burma railways (metre gauge).

41. The total capital of the Company from the 1st September to the 31st December 1896 was as under:

	£	R	R
Capital authorized—			
Share capital	2,000,000		
Capital subscribed—			
Share capital	2,000,000		
Capital paid up—			
Share capital	1,721,758		2,92,67,073
Capital expenditure—			
On construction account—			
Open lines		10,12,895	
Lines under construction including survey		8,06,270	
		18,19,165	
On stores and advances in suspense		26,12,740	
Stores, etc., taken over on 1st September 1896		—17,59,809	
TOTAL		26,72,096	
Balance available of—			
Capital subscribed			2,65,94,977

The interest guaranteed by the Secretary of State is 2½ per cent. per annum with ⅕th share of surplus profits which share is not to be less than ¼ per cent. per annum during the period ending 30th June 1901.

The total capital outlay to the 31st December 1896 was as follows:

	R
Outlay by Government	7,86,72,133
Outlay by Company	26,72,096
TOTAL	8,13,44,229

The expenditure during 1896 on final heads was as under:

	R
Outlay by Government	15,05,645
Outlay by Company	18,19,165
TOTAL	33,24,810

The principal works on which outlay was incurred are detailed below:

	R
Raising the banks between miles 60 and 64 near Pyinbôngyi on the Sittang District	32,823
Providing and fixing wire fencing for a length of 20 miles on both sides of the line and station yards, between Rangoon and Prome	28,823
Erection of two new tank engines at Insein workshop	69,375
Constructing an overbridge at Pazundaung	39,832

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest on Government outlay	31,24,140
Interest on Company's outlay	3,19,302
	34,43,442
Net earnings, *less* contribution to the Provident Fund	29,85,751
Deficit of net earnings below interest charges	4,57,691

Rohilkund and Kumaon Railway system (metre gauge).

42. The total capital outlay on final heads of account to the 31st December 1896 was as follows:

	R
Lucknow-Bareilly section	87,51,663
Company's section	20,67,971
TOTAL	108,19,634

The amount held in suspense was:

	R
Lucknow-Bareilly section	2,11,957
Company's section	10,500
TOTAL	2,22,457

The expenditure during 1896 on final heads of account was as under:

	R
Lucknow-Bareilly section	2,65,539
Company's section	—7,780

The following figures show the comparison of interest charges for 1896 with net earnings:

	R	Lucknow-Bareilly section. R	Company's section. R
Interest on—			
Debentures at 3½ per cent.	79,302		
Secretary of State's capital at 4 per cent.	2,03,651		
Over-drafts on capital at 4 per cent.	65,933		
		3,48,886	...
Outlay at 4 per cent.		...	83,198
TOTAL		3,48,886	83,198
Net earnings, *less* contribution to the Provident Fund		2,91,163	1,64,637*
Excess of net earnings over interest charges		—57,723	81,439

* Including R10,908 received from the Lucknow-Bareilly railway on account of redistribution of working expenses from 1891 to 1895.

Bengal Dooars Railway (metre gauge).

43. The total capital of the Company on the 31st December 1896 was as follows:

	£	£	R
Capital authorized	150,000		
Capital subscribed (received)	150,000		
Capital expenditure—			
On construction account		152,843	=23,74,355
On suspense		3,542	= 58,858
TOTAL		156,385	=24,33,213

The expenditure during 1896 on final heads was R85,314, and was chiefly incurred on new extension surveys.

The total dividend, declared on the sterling capital of £150,000, for the year 1896 amounted to 4½ per cent.

Dibru-Sadiya Railway (metre gauge).

44. The total capital outlay on final heads of account to the 31st December 1896 was £512,421, or R72,34,190.

The fixed sterling suspense granted by Government is £10,000, or R1,67,306.

The expenditure during 1896 on final heads was R71,103, of which R65,108 were incurred on rolling-stock.

The following figures show the comparison of interest charges for 1896 with net earnings:

	R
Interest at the rate of 5 per cent. on capital outlay to the end of 1895, and on fixed suspense capital including 2½ per cent. on capital outlay during the year	4,35,255
Net earnings	3,12,286
Deficit of net earnings below interest charges	1,22,969

The Gaekwar's Mehsána Railway (metre gauge).

45. The total capital outlay on final heads of account on the several sections to the 31st December 1896 was as follows:

	R
Mehsána-Kherálu section	9,95,210
Mehsána-Viramgám section	14,64,902
Mehsána-Pátan section	8,01,336
TOTAL	32,61,448

There was no debit under the head of suspense.

The expenditure during 1896 on final heads was as follows:

	R
Mehsána-Kherálu section	1,730
Mehsána-Viramgám section	4,084
Mehsána-Pátan section	589
TOTAL	6,403

The following figures show the comparison of the total interest charges on the three sections for 1896 with net earnings:

	R
Interest on capital outlay at 4 per cent.	1,29,768
Net earnings, *less* contribution to the Provident Fund	2,71,262*
Excess of net earnings over interest charges	1,41,494

* Including R80,834 on account of terminals relating to previous years.

Kolhápur Railway (metre gauge).

46. The total capital outlay on final heads of account to the 31st December 1896 was R23,05,912.* There was no debit under the head of suspense.

The transactions of the year resulted in a credit to capital of R58,454.

Yesvantpur-Mysore Frontier Railway (metre gauge).

47. The total capital outlay on final heads of account to the 31st December 1896 was R24,01,746, and the amount held in suspense at that date was a credit of R6,984.

The expenditure during 1896 on final heads was R8,195.

Mysore-Nanjangúd Railway (metre gauge).

48. The total capital outlay on final heads of account to the 31st December 1896 was R6,01,758, and the amount held in suspense at that date was R7,923.

Jodhpore-Bickaneer Railway system (metre gauge).

49. The total capital outlay on final heads of account to the 31st December 1896 was as follows:

	R
Jodhpore section	64,78,328
Bickaneer section	9,73,294
TOTAL	74 51,622

There was no debit under the head of suspense.

The expenditure during 1896 on final heads was as follows:

	R
Jodhpore section	71,954
Bickaneer section	2,759
TOTAL	74,713

The following are the principal works on which the expenditure on the Jodhpore section was chiefly incurred:

	R
Balotra-Shadipalli railway	29,084
Construction of 2 bogie third and 2 second class carriages	36,318

The following figures show the comparison of interest charges for 1896 with net earnings:

	Jodhpore section.	Bickaneer section.
	R	R
Interest on capital at 4 per cent.	2,57,764	38,877
Net earnings, *less* contribution to the Provident Fund	7,38,273	75,382
Excess of net earnings over interest charges	4,80,509	36,505

Oodeypore-Chitor Railway (metre gauge).

50. The total capital outlay on final heads of account to the 31st December 1896 was R15,63,721. There was no debit under the head of suspense.

Bhávnagar-Gondal-Junágarh-Porbandar including the Jetalsar-Rájkot Railway (metre gauge).

51. The total capital outlay on final heads of account to the 31st December 1896 was R 1,88,32,653.

* The decrease as compared with the last year's report is due to certain credits.

The distribution of this amount over the several sections of the system is as under :

	₹
Bhávnagar section	69,84,636
Gondal section	46,49,613
Junágarh section	38,34,875
Porbandar section	18,40,739
Jetalsar-Rájkot railway	15,22,790
TOTAL	1,88,32,653

The amounts held in suspense were as follows :

	₹
Bhávnagar section	91,850
Gondal section	82,556
Junágarh section	53,032
Porbandar section	26,094
Jetalsar-Rájkot railway	6,475
TOTAL	2,60,007

The expenditure during 1896 on final heads was as follows :

	₹
Bhávnagar section	15,637
Gondal section	4,559
Junágarh section	53,577
Porbandar section	4,912
Jetalsar-Rájkot railway	24,326
TOTAL	1,03,011

The following are the principal works on which the expenditure was incurred :

	₹
Reconstruction of the Oojet bridge on the Jetalsar-Verával section	44,829

The following figures show the comparison of interest charges for 1896 with net earnings :

	Bhávnagar section.	Gondal section.	Junágarh section.	Porbandar section.	Total Bhávnagar-Gondal-Junágarh Porbandar railway.	Jetalsar-Rájkot railway.
	₹	₹	₹	₹	₹	₹
Interest on capital outlay at 4 per cent.	2,83,092	1,89,558	1,55,563	74,682	7,02,895	60,701
Net earnings, *less* contribution to the Provident Fund	5,70,607	2,14,088	1,21,196	83,383	9,89,274	84,239
Excess of net earnings over interest charges	2,87,515	24,530	−34,367	8,701	2,86,379	23,538

52. The statements on pages 52 to 61 give details of the cost of some of the large railway bridges and tunnels in India.

STATEMENT No. 2.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water-level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge).					Feet.	Feet.	Feet.	Feet.	Tons.	₹
East Indian.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	...
	2	Jumna (Allahabad)	15th Aug. 1865	17	14 of 200·00 3 of 30·00	3,235·00	42	60·00	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12	211·50	2,640·00	7 to 39	23·50	3,491·00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihâti on the E. B. S. R.)	15th Mar. 1887	2	523·67	1,213·25	98·50	55·00	3,460·15	(*f*)10,71,653
				1	106·50					
		Do. Approach viaducts (Naihâti)		29	10·83	441·00	...	...	...	...
		Do. Approach viaducts (Hooghly)		35	10·83	3,278·00	...	...	...	...
				74	29·17					
				1	25·83					
				1	43·00					
				1	48·00					
	5	Barákar	4th Sept. 1893	1	200·00	(*i*)1,850·00	(*f*)5 to 85(*k*)	(*i*)	1,307·00	4,13,002
				5	150·00					
				6	100·00					
				5	(*k*) 29·25					
	6	Kanhán	1st Sept. 1887	6	176·00	1,237·00	9 to 36	50·00	1,061·10	3,81,109
				2	60·00					
Bengal-Nágpur.	7	Weinganga	29th Apl. 1889	9	150·00	1,450·00	21	54·00	1,234·47	(*n*)7,38,652
	8	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	57·00	1,912·40	4,92,353
	9	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 55	38·00	1,229·40	2,63,515
	10	Damoodur	12th June 1890	10	200·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
				2	100·00					
Indian Midland.	11	Chumbal	15th May 1891	12	186·00	2,714·00	75	112·50	3,026·00	17,39,057
				2	136·00					
	12	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,640·00	90	76·63	3,200·00	12,65,842
	13	Betwa (Mánikpur)	5th June 1889	13	150·00	2,166·00	13	77·75	1,778·30	8,19,541
				1	60·00					
	14	Ken (Bánda)	1st Aug. 1889	12	100·00	1,558·00	4	65·66	1,125·30	3,92,843
				1	250·00					
	15	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	56·14	1,200·86	4,02,749
Bhopal-Itárasi.	16	Nerbudda	18th Nov. 1884	14	150·00	2,240·00	4	65·00	1,980·00	3,45,696

N.B.— Bridges costing less than ₹6,00,000 each

No. 2.

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
(a)10,33,324	...	(b)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (a) Represents the cost of the second line only. (b) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(c)14,60,300	...	(d)44,46,300	1,374	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (c) Of this amount, ₹13,13,000 represents the cost of girders, and ₹1,47,300 the cost of upper and lower roadways. (d) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(e)16,60,355	629	74	3	Has the rails above and the roadway below. (e) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,852	1,21,184	33,71,689	2,679	(g)350		(f) Including charges on account of plant, ₹3,81,544, and supervision, ₹3,19,456. (g) Estimated.
...	...	64,611	147	...	4	The approach viaducts are brick arches.
...	...	4,80,263	147	...		
3,79,078	(m) 13,726	8,05,806	428	58	5	(h) In viaducts. (i) From front to front of abutments. (j) On rock. (k) In sand. (l) Deck bridge various. 75 feet to rails. (m) Stone round piers only. No training works.
2,78,632	13,174	6,72,915	533	Not known	6	
(o) 2,42,833	(p) 22,248	10,03,733	677	43	7	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge was opened on the 7th June 1882 and standard gauge on the 29th April 1889. (n) Including the cost of the old metre gauge bridge (₹6,74,612). (o) Actual cost of girders only. (p) Cost of protective works as it was on the metre gauge bridge. The cost of the metre gauge girders removed, which is not included in these figures, was ₹2,40,803.
3,91,240	...	8,83,593	393	87	8	
3,42,958	23,856	6,30,329	415	...	9	
6,36,230	40,328	10,39,006	422	65	10	
9,02,295	6,29,683	32,71,035	973	78	11	
11,41,231	1,59,564	25,66,637	912	107	12	The abutments and piers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has been brought into use from the 1st May 1895.
5,74,179	...	13,93,720	643	85	13	
3,89,934	...	7,32,197	471	84	14	
3,59,208	2,615	7,64,672	527	64	15	
5,77,925	...	(q) 9,44,171	422	85	16	(q) Including some special items not separately detailed.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	Name of Bridge.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	₹
(Standard gauge—*continued.*)	17	Sutlej (Ludhiána)	January 1870	(*a*) 46	99·00	5,193·00	40 to 50	16·60	(*b*)2,314·00	20,97,296
	18	Beas	April 1869	33	99·00	3,820·00	43 to 70	20·00	1,660·00	15,66,476
	19	Jumna (Saháranpur)	January 1869	26	99·00	2,663·50	42	19·00	1,308·00	7,64,420
	20	Kaisir-i-Hind (over the Sutlej at Ferozepore)	8th May 1887	27	144·50	4,293·00	78	26·00	6,000·00	14,48,037
	21	Ravi as originally constructed	12th Apl. 1875	33	90·00	3,217·00	75	20·00	1,419·00	9,50,202
		Ravi as reconstructed	15th July 1893	15	90·00	1,463·00	75	18·50	(*c*)1,381·00	...
	22	Alexandra (over the Chenab between Wazirabad and Kathála) as originally constructed	22nd Jan. 1876	64	133·50	9,088·00	75	20·00	5,248·00	24,03,756
		Alexandra as reconstructed	1st Nov. 1891	28	133·50	3,976·00	75	20·00	5,073·40	22,920
North Western State.	23	Jhelum as originally constructed	Towards end of 1876.	50	90·00	4,875·00	30	20·75	2,150·00	6,90,137
		Jhelum as reconstructed	20th Nov. 1895	50 1 land span	90·00 18·50	4,895·00	30	22·63	2,475·00	1,79,770
	24	Attock	24th May 1883	5	2 of 308·40 3 of 257·00	1,655·00	(*d*)	111·00	2,202·00	14,77,580
	25	Empress (over the Sutlej at Adamwáhan)	8th June 1878	16	250·00	4,210·00	103	28·75	6,704·00	26,98,885
	26	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	17	150·00	2,720·00	82	16·00	2,988·00	7,73,481
	27	Lansdowne over the Indus at Sukkur—								
		Rohri Channel	27th Mar. 1889	1	790·00	900·00	None in river	51·00	3,292·00	2,88,320
		Sukkur Channel		1 1 1	270·00 230·00 90·00	620·00	6	46·00	1,014·00	129,468
	28	Sher Shah (over the Chenab at Sher Shah)	1st Feb. 1890	17	200·00	3,650·00	75	29·00	3,740·00	10,84,453
	29	Hannar Nala	14th March 1896 for single line. 15th April 1897 for double line.	2 1 1	150·00 100·00 60·00	495·00	29	47·00	(*e*) 876·00	2,32,392
Oudh and Rohilkhand State.	30	Gumti (Jaunpur)	24th Dec. 1874	16	82·00	1,472·00	45 to 50	44·17	811·00	4,21,530
	31	Rámganga (Bareilly)	24th June 1874	1 31 1 1	55·00 56·00 72·00 58·00	2,277·00	85	25·77	490·00	4,50,625
	32	Ganges (Rajghát, Aligarh branch).	5th June 1874	33	80·00	3,040·00	55	24·39	1,050·00	3,78,991
	33	Ganges (Cawnpore)	15th July 1875	25 2	100·00 40·00	2,830·00	50 to 65	31·66	1,815·00	7,11,073
	34	Ganges (Bálawali)	9th May 1887	11	248·17	2,904·00	100	39·94	3,944·00	10,16,438
	35	Soláni	1st Jan. 1886	11	148·75	1,760·00	60	16·00	1,563·00	4,03,182
	36	Dufferin (over the Ganges at Benares).	1st Oct. 1887	7 9	331·00 104·00	3,523·00	25 to 141	75·32	6,780·00	13,28,241
	37	Rámganga (Moradabad)	8th June 1894	10	200·00	2,171·50	75 to 83	20·91	2,602·76	3,24,980
Eastern Bengal State.	38	Gorai	1st Jan. 1871	7 91	185·00 46·25	1,744·00	78 to 96 25	51·00 46·50	1,645·00 154·00	...

N.B.—Bridges costing less than ₹6,00,000 each

No. 2—*continued.*

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
(c)40,08,780	(d) 2,54,000	33,60,076	(e)598	(e)	17	(a) Twelve spans have been removed. (b) Does not include weight of girders removed. (c) Does not include cost of girders removed. (d) Including cost to 1874, since which date a large amount of additional expenditure has been incurred. (e) Calculated as for the present length. (f) The contract rate for the construction of these three bridges, including protective works, was ₹428 per foot run of the bridges, and the figures as to cost are approximate only.
7,23,690	3,00,000	25,90,166	600	(g)	18	(g) Contract included erection.
5,70,180	2,00,000	15,34,600	501	(g)	19	
15,52,329	11,07,900	41,08,266	699	50	20	Carries the rails below and the roadway above.
5,01,641	1,50,472	16,02,315	451	(h) 125	21	(h) Originally carried the rails above and a foot-path below. This has now been changed. (i) Including the road bridge (634 tons). (j) The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 13′ 8″ clear between guard rails.
1,94,098	96,386	2,90,484	133	(f) 40		
19,94,271	9,40,336	53,38,363	484	121	22	The bridge has been reduced from 64 to 28 spans. The girders doubled, and new cross and rail girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside. The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; all restrictions were removed on the 1st November 1891, and the bridge was thrown open for traffic as usual.
2,45,769	49,381	3,18,070	68	27		
9,40,487	81,248	17,11,872	334	124	23	Originally carried the rails above and a foot-path below. This has now been changed. The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 14′ 6″ between guard timbers.
8,33,242	86,664	10,99,676	207	37		
15,96,980	1,45,956	32,20,516	1,858	437 252	24	Has the rails above and a military roadway below. (k) Pier No. 1.—All standards and struts founded at same level, *viz.*, 343·68 or 21·68 feet *above* low-water level. Pier No. 2.—All standards and struts founded at same level, *viz.*, 319·12 or 2·88 feet *below* low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 311·88 or 40·12 feet *below* low-water level; all other standards and struts founded at same level, *viz.*, 313·39 or 8·70 feet *below* low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337·29 or 15·29 feet above low-water level; all other standards and struts founded at same level, *viz.*, 343·29 or 21·29 feet *above* low-water level.
23,96,558	(l) 20,96,246	71,01,689	1,210	105	25	Has a combined road and railway on the same level. (l) Including ₹1,98,055, cost of materials for temporary bridge.
8,02,104	3,73,226	19,48,811	(m)579	(m)66	26	Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails. (m) Calculated on cost, which includes ₹18,000 on account of cost of staging.
24,96,074	4,946	27,89,340	3,094	185	27	Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,77,912	...	5,57,380	899	110		
10,83,548	6,66,120	28,34,101	594	56	28	Has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with deodar battens.
2,20,576	1,51,487	(o) 6,04,455	(p) 915	63	29	(n) Weight of girders on both lines. (o) Total cost of girders, etc., for both lines. (p) Per lineal foot of double line.
8,24,622	8,526	7,54,678	507	109	30	
1,53,539	8,88,236	14,92,400	267	63	31	
3,10,388	1,08,820	7,98,199	227	28	32	
8,75,745	1,74,160	17,60,978	561	(q)	33	Has the rails above and the roadway below. (q) Included in the cost of girders.
10,86,000	6,73,430	27,75,868	724	62	34	
3,99,277	2,20,091	10,22,550	456	10	35	
32,55,035	1,45,329	47,28,605	1,301	47	36	Has a roadway on the same level as the rails, and a footway on each side supported on cantilevers outside the girders.
6,88,391	1,21,837	11,35,208	467	42	37	Has a roadway on the same level as the rails.
...	...	(r) 14,83,750	837	...	38	(r) Including ₹22,618 charged to revenue, and ₹879 charged to capital, for the protection of piers. The cost is approximate.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge—*concluded.*)					Feet.	Feet.	Feet.	Feet.	Tons.	£
East Coast State.	39	Kistna	17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000
	40	Rushu Kulya	1st Sep. 1895	10	150	1,598·00	70	23·00	1,437·25	3,44,064
Great Indian Peninsula.	41	Kistna	9th Oct. 1873	36	100·00	3,855·00	(*a*) 9	48·67	2,556·00	(*b*)6,11,163
	42	Tapti	12th Aug. 1872	5 28	138·00 59·00	2,556·00	15·96	60·33	2,392·00	(*c*)7,72,163
	43	Nerbudda	8th Mar. 1870	5 6	137·00 40·00	1,052·00	4·60	81·33	525·00	4,06,032
Bombay, Baroda and Central India.	44	Nerbudda (Old) Nerbudda (New)	23rd June 1861 16th May 1881	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
	45	Tapti	19th Nov. 1860	30	60·00	1,875·00	20	50·50	...	...
Madras.	46	Cheyer (Old) Cheyer (New)	1st Sept. 1865 1st May 1880	50	64·00	3,500·00	100	14·00	988·00	9,10,934
	47	Tungabhadra	16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,23,031
	48	Penner (Old) Penner (New)	May 1869 1st Oct. 1889	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
	49	Chitravati (Old) Chitravati (New)	1st Sept. 1868 6th Mar. 1890	19	131·00	2,670·00	18 to 78	18·00	2,938·00	...
	50	Papaghni (Old) Papaghni (New)	Aug. 1866 1st July 1892	20 15	64·00 131·00	1,410·00 2,110·00	... 52·50 to 62·00	... 15·00	... 2,391·00	... 5,93,030
(Metre gauge.) Bengal and North-Western—Tirhoot section.	51	Gandak	25th Apl. 1887	8	250·00	2,176·00	40 to 90	37·50	2,495·00	6,07,133
Company's section.	52	Rapti	15th June 1885	9	150·00	1,445·00	86	41·00	1,145·70	4,93,956
Rajputana-Malwa.	53	Jumna (Agra)	1st Jan. 1876	16	133·00	2,272·00	70	31·66	2,551·40	8,92,886
	54	Nerbudda	14th June 1877	14	183·00	(*d*)2,836·00	14	80·00	2,362·00	9,39,407
	55	Jumna (Muttra)	15th Dec. 1884	7	150·00	1,146·00	71	27·00	1,309·00	3,06,341
Southern Maratta.	56	Bhima	1st Aug. 1884	14	150·00	2,342·00	18·50	58·77	1,680·00	3,33,256
	57	Kistna (Bijápur branch)	1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,43,345
	58	Kistna (Poona branch)	2nd Feb. 1888	14	150·00	2,339·50	4·17	75·79	1,897·12	2,65,228
	59	Hagari	4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
	60	Dorabavi Viaduct	15th June 1890	1 2 1	250·00 150·00 66·50	670·00	...	(*e*)29·00 to 179·63	560·00	3,33,934
Guntakal-Mysore Frontier.	61	Penner	1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,007·00	2,89,774

N.B.—Bridges costing less than ₹6,00,000 each

No. 2—*concluded.*

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
21,60,000	4,47,000	39,77,000	945	34	39	The cost of approaches, ₹3,23,272, has not been entered.
3,53,524	42,624	7,40,212	437	69	40	
6,61,903	...	12,73,066	330	30	41	The girders are for a single line, and the piers for a double line. (*a*) Nine piers and two abutments are founded above low-water level. (*b*) Including ₹25,656, being the cost of other items not separately detailed.
7,90,175	64,910	16,27,248	611	71	42	Carries a double line. (*c*) Including ₹95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	43	The girders are for a single line, and the piers for a double line.
12,58,929	(*d*)1,95,830	(*e*) 37,75,759	764	49	44	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (*d*) Including some special items not separately detailed. (*e*) Excluding cost of the approaches.
...	...	(*f*) 10,39,125	354	...	45	(*f*) Including ₹5,948, being the cost of raising rail-level on up and down lines and ₹1,31,095 on account of the cost of the renewal of Warren girders with 60 feet plate girders.
1,95,689	...	(*g*) 12,43,464	356	...	46	(*g*) Including some special items not separately detailed, but excluding the cost of the old bridge, ₹4,06,293.
1,99,921	...	(*h*) 7,55,756	186	54	47	(*h*) Including some special items not separately detailed.
2,84,610	...	(*i*) 11,32,077	619	...	48	The cost does not include the expenditure incurred on the old bridge, ₹1,72,576. (*i*) Includes some special items not separately detailed.
3,85,833	...	(*j*) 13,58,194	509	...	49	The cost does not include the expenditure incurred on the old bridge, ₹3,54,705.
...	...	(*j*) 1,62,354	...	...	50	(*j*) Approximate.
3,63,332	38,568	9,94,930	453	(*k*) 12		(*k*) Including superintendence and all charges after girders were unloaded from wagons.
7,29,506	48,244	(*l*) 13,84,883	614	61	51	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (*l*) Excluding cost of viaduct, ₹1,40,505.
(*m*)3,29,522	6,34,665	(*n*) 14,58,143	570	65	52	(*m*) Including cost of erection of girders, ₹74,543. (*n*) Including ₹28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
6,90,683	48,776	(*o*) 18,33,877	786	85	53	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (*o*) Including some special items not separately detailed.
4,42,205	777	(*p*) 18,73,925	660	106	54	Triangulated girders—designed to carry the rails above and a carriage road below. (*p*) Including two abutment spans. (*q*) Including some special items not separately detailed.
3,72,000	14,194	(*r*)8,49,000	728	35	55	Has a combined road and railway on the same level. (*r*) Including some special items not separately detailed.
4,71,097	26,419	8,30,772	343	73	56	
7,48,444	47,852	11,39,641	322	74	57	
4,79,402	5,474	7,50,104	318	...	58	
1,21,173	...	7,63,905	319	...	59	
3,61,198	405	(*s*)6,95,537	1,038	100	60	(*s*) The height is from ground to underside of girders. (*t*) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	345	40	61	

are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length. Unlined.	Length. ½ lined.	Length. ¾ lined.	Length. Completely lined.	Length. Total.	Total cost, including tools and plant.
						Feet.	Feet.	Feet.	Feet.	Feet.	*R*
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 2′ too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nágpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortonk	Khodri (Katni Branch)	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godhra-Rutlam-Nágda.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,27,902
North-Western State (*Main line*).	6	Sohawa No. 1	Sohawa	Single	Standard	...	...	539	...	539	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	776½	...	776½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	721½	...	721½	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	404	...	404	(*c*) 1,55,540
North-Western State (*Sind-Pishin section*).	11	Gundakinduff	Midway between Bábar Kachh and Kóchálí	Single	Standard	...	...	569½	...	5′9½	2,08,826
	12	Kóchálí, Lower	Kóchálí	Single	Standard	...	...	506	...	506	1,84,061
	13	Karez No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	14	Karez No. 2 Karez	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,227	...	...	...	1,227	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,087	...	1,087	4,12,344
North-Western State (*Chaman extension*).	18	Khojak	Shelabagh	Double	Standard	...	...	12,870	...	12,870	(*d*) 68,26,790
	19	No. 1	3¼ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,24,027
	20	No. 3	6¼ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N.B.—Tunnels under 660 feet in length, or costing less than

No. 3.

tunnels on the railways in India.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	Time taken to complete tunnel. To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
...	Not known	March 1856 (Work suspended	June 1861 during one year)	Quartz and slate (*a*) A foot-path has been laid and fenced off through the tunnel.	1
249	Not known	May 1879	6th Nov. 1883	All hard rock	2
528	1·75 years	January 1888	Sept. 1892	Very hard slaty rock with a great deal of water	3
210	1·00 year	14th March 1888	6th Dec. 1890	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
298	0·63 year	24th August 1892	7th April 1894	Northern 500 feet hard basalt; southern 265 feet hard rock, but composed of boulders liable to fall. This part has been lined. (*b*) Including Rs. 17,000 for machinery.	5
(*c*) 311	0·50 year	November 1878	15th March 1880	Red clay and sandstone. War prices were paid. Owing to the Afghan war, common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(*c*) 197	0·54 year	4th April 1881	15th Aug. 1882	Nummulitic limestone shaken with clay seams	7
(*c*) 233	.....	Not recorded		Treacherous shale	8
(*c*) 226	.....	Not recorded		Treacherous shale	9
(*c*) 385	.....	Not recorded		Treacherous shale (*c*) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about R230 per foot.	10
367	.....	1884	1886	Sandstone in hard and soft beds	11
364	.....	1884	1886	Soft sandstone with beds of soft earth	12
164	.....	.....	.....	Hard limestone. The frequent openings near the roof, as in some kiarezes, give the tunnel its name.	13
217	.....	.....	.....	Hard limestone	14
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but, owing to the difficulty of getting it out, it had to be arched over.	15
255	.....	.....	.....	Hard limestone	16
379	.....	.....	.....	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but, owing to the constant slips, etc., it was eventually covered in.	17
580	2·01 years	13th April 1889	September 1891	Lining practically completed on the 31st October 1894. Water bearing shales and layers of soft mud. The tunnel has been three-quarter lined throughout. (*d*) The cost of tunnel is R66,00,518, that of lining, R2,25,601, and that of capital establishment, R671.	18
296	0·34 year	December 1888	June 1890	Hard and soft shales with beds of mud. This is a cut and cover on 90½ ft. radius	19
322	0·44 year	April 1889	November 1890	Through soft and hard water bearing shales on 819 ft. radius	20

1½ lakhs of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	½ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	R
North-Western State: Mushkaf-Bolan line.	21	.....	Mushkaf	Double	Standard	...	...	650	...	650	1,70,662
	22	.....	Ocepur	Double	Standard	...	528	211	...	739	2,24,565
	23	Panir	Panir	Double	Standard	...	523	2,695	...	3,218	13,25,250
	24	Seetal	Peshi	Double	Standard	...	...	1,035	...	1,035	2,96,510
	25	Cascade	Dózán	Double	Standard	...	189	353	...	542	1,66,830
Great Indian Peninsula.	26	Thull Ghât No. 2	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	27	Thull Ghât No. 4	Kására	Double	Standard	628	...	85	...	713	1,15,170
	28	Thull Ghât No. 7	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	29	Thull Ghât No. 8	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	30	Thull Ghât No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,605
	31	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	32	Bhore Ghât No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	33	Bhore Ghât No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	34	Bhore Ghât No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	35	Bhore Ghât No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	36	Bhore Ghât No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	37	Bhore Ghât No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	38	Bhore Ghât No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	39	Mhow Ghâts	Pâtal Pâni to Kâlakhund.	Single	Standard	...	...	345	...	345	1,94,925
Southern Mahratta.	40	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	41	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	42	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	43	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418

N. B.—Tunnels under 660 feet in length, or costing less than

No. 3—*concluded.*

tunnels on the railways in India.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	Time taken to complete tunnel. To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
263	0·25 year	October 1893	June 1895	Through clay and sandstone bands on the straight	21
304	0·25 year	November 1893	March 1895	Through conglomerate: 354 feet on 4° curve and the rest straight	22
412	0·81 year	November 1892	May 1895	Through nummulitic limestone of varying degrees of hardness on the straight	23
286	0·63 year	March 1893	September 1895	Through clay and conglomerate bands, 1000 feet straight and the rest on 3° curve	24
308	0·37 year	August 1892	November 1894	Through hard limestone on the straight	25
240	4·75 years	February 1858	March 1864	Loose rock	26
162	3·58 years	December 1860	July 1864	Rock	27
121	4·08 years	March 1859	May 1864	Rock	28
122	5·08 years	July 1859	August 1864	Rock	29
122	3·17 years	February 1859	September 1863	Broken rock	30
237	...	About 6	years.	Hard rock with fissures	31
127	3·17 years	January 1857	December 1862	Trap rock	32
133	...	...	October 1862	Trap rock	33
132	5·25 years	October 1856	December 1862	Trap rock	34
133	5·08 years	October 1856	December 1862	Trap rock	35
136	4·25 years	May 1856	June 1862	Trap rock	36
273	4·00 years	August 1856	February 1862	Trap rock	37
147	3·75 years	January 1857	March 1861	Trap rock	38
565	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but, owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	39
772	About 2 years	April 1883	October 1889	Loam	40
732	About 3 years	April 1883	October 1889	Loam	41
244	About 2 years	1884	1886	Black trap rock	42
289	About 2½ years	1884	1890	Limestone rock	43

2½ lakhs of rupees each, are not included in this statement.

CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1895 AND 1896.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways, and their percentages on the gross earnings, which (excluding steam-boat service) were R25,19,55,537* in 1896, compared with R26,03,21,261* in 1895:

	1895.			1896.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance . .	3,05,11,901	11·72	Maintenance . .	3,16,02,919	12·54
Locomotive . .	4,11,85,307	15·82	Locomotive . .	4,02,73,647	15·98
Carriage and wagon .	1,07,37,155	4·12	Carriage and wagon .	1,08,95,547	4·32
Traffic . . .	1,96,37,516	7·54	Traffic . . .	2,01,41,657	7·99
General . . .	†1,26,09,426	4·84	General . . .	†1,27,28,741	5·05
Miscellaneous . .	‡36,11,438	1·39	Miscellaneous . .	‡36,41,036	1·45
TOTAL .	‖ 11,88,75,227	45·66	TOTAL .	‖11,98,48,775	47·57

For the different gauges separately the figures were on the standard gauge lines:

	1895.			1896.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance . .	2,30,18,634	11·86	Maintenance . .	2,39,92,028	12·85
Locomotive . .	3,00,15,680	15·47	Locomotive . .	2,93,70,322	15·73
Carriage and wagon .	77,73,975	4·01	Carriage and wagon .	79,01,966	4·23
Traffic . . .	1,41,98,495	7·31	Traffic . . .	1,44,37,947	7·73
General . . .	†81,77,264	4·21	General . . .	†81,47,475	4·36
Miscellaneous . .	‡29,18,894	1·50	Miscellaneous . .	‡28,29,675	1·52
TOTAL .	‖ 8,66,85,426	44·67	TOTAL .	‖ 8,72,44,641	46·73

On the metre gauge lines:*

	1895.			1896.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance . .	73,12,357	11·29	Maintenance . .	74,23,346	11·66
Locomotive . .	1,09,25,091	16·86	Locomotive . .	1,06,33,200	16·70
Carriage and wagon .	28,86,988	4·46	Carriage and wagon .	28,88,675	4·54
Traffic . . .	53,02,252	8·18	Traffic . . .	55,54,008	8·72
General . . .	43,02,438	6·64	General . . .	44,46,640	6·99
Miscellaneous . .	6,76,553	1·04	Miscellaneous . .	7,94,797	1·25
TOTAL .	3,14,05,679	48·47	TOTAL .	3,17,41,566	49·86

* Excluding the West of India Portuguese and the Pondicherry railways.

† Including expenditure incurred direct by the State on state lines leased to companies. The figures for 1895 exclude credit on account of refund on the East Indian railway of overcharges by the Government Telegraph Department (R5,06,762).

‡ Including one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway, R39,773 for 1895 and R39,251 for 1896.

‖ Including R5,82,484 for 1895 and R5,65,229 for 1896 paid by the North Western State and the Great Indian Peninsula railways as rent of leased lines, not included under any of the above heads.

On the special gauge lines:

1895.			1896.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	1,80,910	12·27	Maintenance . .	1,87,545	11·86
Locomotive . .	2,44,536	16·58	Locomotive . .	2,70,125	17·08
Carriage and wagon .	76,192	5·17	Carriage and wagon .	1,04,906	6·64
Traffic . . .	1,36,769	9·28	Traffic . . .	1,48,802	9·41
General . . .	1,29,724	8·80	General . . .	1,34,626	8·51
Miscellaneous . .	15,991	1·08	Miscellaneous . .	16,564	1·05
TOTAL .	7,84,122	53·18	TOTAL .	8,62,568	54·55

2. In the appendices, pages ii to cxv, will be found full details, by half-years, of the working expenses on Indian railways for 1896. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1895, on an annual basis.

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3. During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,39,57,467* or an average rate of ₹2,110 per mean mile maintained on the total mean mileage (miles 11,354·48)† of these lines; while in 1895 the expenses were, on the standard gauge lines, ₹2,30,18,634, giving an average of ₹2,193 per mean mile maintained on a total mean mileage of 10,996·52† miles.

Maintenance expenses per mean mile maintained (metre gauge).

4. Similarly, on the metre gauge lines‡ the total expenses on maintenance of way, works and stations amounted to ₹74,22,636,§ averaging ₹930 per mean mile maintained on the total mean mileage (miles 7,983·38) of these lines; the corresponding expenses in 1895 on metre gauge lines amounted to ₹73,12,357, or an average of ₹945 per mean mile maintained on a total mean mileage of 7,733·91 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

5. On the standard gauge lines the cost of maintenance per mile of track, including sidings, is compared in the following table:

Classification number.	Railway.	1895. Mean age of line.	1895. Cost per mile of track, including sidings.	1896. Mean age of line.	1896. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
I	East Indian, including—	29·83	1,723	30·82	1,681
XXI	Delhi-Umballa-Kalka	4·84		5·87	
XXII	Tarkessur	12·00		12·00	
III	Bengal-Nágpur	7·27	906	8·27	928
IV	Indian Midland, including—	8·21	772†	9·21	653
V & XXXI	Bhopal-Itársi	11·54		12·54	
XXIX	Bina-Goona‖	0·67		2·00	
XXX	Bhopal-Ujjain‖	0·14		2·00	
XI	North Western State, including—	16·71	1,835	16·20	1,709
XXII	Hyderabad-Shadipalli	3·37		4·37	
XXXVI	Rájpura-Bhátinda	6·94		7·94	
XXXVII	Jammu and Kashmir	5·80		6·80	

* Excluding ₹34,561 incurred for repairs of flood damages on the Bezwada extension railway during 1895.
† Excluding the Bina-Goona railway for the first-half of 1895, which was maintained at the cost of capital during that period.
‡ Excluding the West of India Portuguese and the Pondicherry railways.
§ Excluding ₹710 incurred direct by the State on the Pálanpur-Deesa railway.
‖ Opened for traffic during 1895.

Maintenance expenses per mile of track, including sidings (Standard gauge)—concld.

Classification number.	Railway.	1895. Mean age of line.	1895. Cost per mile of track, including sidings.	1896. Mean age of line.	1896. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XIII	Oudh and Rohilkhand State	18·28	1,840	18·52	1,398
XIV	Eastern Bengal State	25·97	1,499	26·89	1,760
	Bengal Central	12·20	734	13·20	1,027
XV	Calcutta Port Commissioners'	14·09	1,070	15·09	1,153
XVI	East Coast State	1·94	782	2·67	871
XVIII	Great Indian Peninsula, including—	31·33		32·33	
VII	Wardha Coal	19·66		20·66	
VIII	Dhond-Manmád	17·74	2,051	18·74	2,131
XXVII	Khámgaon	25·83		26·83	
XXVIII	Amráoti	24·87		25·87	
XIX	Bombay, Baroda and Central India, including—	29·34		30·34	
VI	Godhra-Rutlam-Nágdá*	2·21	2,077	2·74	3,003
XXXIII	Nágdá-Ujjain†	...		0·46	
XXXIV	The Gaekwar's Petlád	5·66		6·66	
XX	Madras, including—			32·70	
	Madras-Ennúr section (Bezwada-Madras)†	31·70	1,164	0·86	1,247
XXXV	Kolar Gold-fields	...		2·59	
XXXII	The Nizam's Guaranteed state, including—	1·59		14·02	
IX	Bezwada extension (East Coast State)	13·02	1,358	7·89	1,307
		6·89			

The expenses on permanent-way per mile of track, including sidings, compare as follows :

Classification number.	Railway.	1895.	1896.
		₹	₹
I	East Indian, including—		
XXI	Delhi-Umballa-Kalka	930	983
XXII	Tarkessur		
III	Bengal-Nágpur	317	470
IV	Indian Midland, including—		
V & XXXI	Bhopal-Itársi	471§	386
XXIX	Bína-Goona‡		
XXX	Bhopal-Ujjain‡		
XI	North Western State, including—		
XII	Hyderabad-Shadipalli	780	851
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State	950	710
XIV	Eastern Bengal State	‖536	‖842
	Bengal Central	477	761
XV	Calcutta Port Commissioners'	565	564
XVI	East Coast State	425	353
XVIII	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	884	881
XXVII	Khámgaon		
XXVIII	Amráoti		
XIX	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá*	‖765	‖1,017
XXXIII	Nágdá-Ujjain†		
XXXIV	The Gaekwar's Petlád		
XX	Madras, including—		
	Madras-Ennúr section (Bezwada-Madras)†	440	525
XXXV	Kolar Gold-fields		
XXXII	The Nizam's Guaranteed state, including—		
IX	Bezwada extension (East Coast State)	801	485

* Partly opened during 1895.
† Opened for traffic during 1896.
‡ Opened for traffic during 1895.
§ Excluding the Bína-Goona railway for the first-half of 1895, which was maintained at the cost of capital during that period.
‖ Approximate figures.

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track, including sidings, was:

Classification number.	Railway.	1895. Mean age of line.	1895. Cost per mile of track, including sidings.	1896. Mean age of line.	1896. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XXXVIII	Bengal and North-Western—				
	Tirhoot section	11·87	695	12·87	797
	Company's section	10·12		9·64	
XL	Rajputana-Malwa, including—	16·30	808	17·30	846
XLI	Pálanpur-Deesa	2·15		3·15	
LX	The Gaekwar's Mehsána	5·82		6·82	
LXVII	Oodeypore-Chitor*	0·42		2·00	
XLII	Southern Mahratta, including—	9·42	767	10·42	688
XLIII	Guntakal-Mysore frontier	3·13		4·13	
XLIV	Mysore section (Southern Mahratta)	9·78		10·78	
LXI	Kolhápur	4·70		5·70	
LXII	Yesvantpur-Mysore frontier	2·59		3·59	
LXIII	Mysore-Nanjangúd	4·08		5·08	
XLV	South Indian, including—	15·37	931	16·37	892
XLVI	Máyavaram-Mutupet				
LXXII	Pondicherry				
XLVII	Assam-Bengal*	0·50	327	1·04	725
XLVIII	Burma †	8·70	1,155	9·25	1,253
XLIX	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	12·76	934	13·76	843
	Dacca section	10·48		11·48	
LI	Deoghur	12·88	783	13·88	870
LII	Rohilkund and Kumaon, including—	11·25	536	12·25	621
XXXIX	Lucknow-Bareilly section	7·16		8·17	
LIII	Bengal Dooars	2·74	461	3·74	478
LIV	Dibru-Sadiya	11·99	1,177	12·99	1,111
LXVI	Jodhpore-Bickaneer—				
	Jodhpore section	6·38	357	7·38	361
	Bickaneer section	4·06	221	5·06	230
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	11·43	1,005	12·43	633
LXIX	Jetalsar-Rájkot	2·72		3·72	

The expenses on permanent-way per mile of track, including sidings, compare as follows:

Classification number.	Railway.	1895.	1896.
		₹	₹
XXXVIII	Bengal and North-Western—		
	Tirhoot section	342	405
	Company's section		
XL	Rajputana-Malwa, including—		
XLI	Pálanpur-Deesa	446‡	471‡
LX	The Gaekwar's Mehsána		
LXVII	Oodeypore-Chitor*		
XLII	Southern Mahratta, including—	397	335
XLIII	Guntakal-Mysore frontier		
XLIV	Mysore section (Southern Mahratta)		
LXI	Kolhápur		
LXII	Yesvantpur-Mysore frontier		
LXIII	Mysore-Nanjangúd		

* Opened for traffic during 1895.
† The working of this line has been transferred to a company from the 1st September 1896.
‡ Approximate figures.

Expenses on permanent-way per mile of track, including sidings (metre gauge)—concld.

Classification number.	Railway.	1895.	1896.
		₹	₹
XLV	South Indian, including—		
XLVI	Máyavaram-Mutupet	575	560
LXXII	Pondicherry		
XLVII	Assam-Bengal*	207	390
XLVIII	Burma ‡	675	788
XLIX	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	412†	402†
	Dacca section		
LII	Rohilkund and Kumaon, including—	244	287
XXXIX	Lucknow-Bareilly section		
LIII	Bengal Dooars	226	284
LIV	Dibru-Sadiya	754	735
LXVI	Jodhpore-Bickaneer—		
	Jodhpore section	269	287
	Bickaneer section	178	185
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	498	365
LXIX	Jetalsar-Rájkot		

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1895. Ton-mileage per mean mile worked.	1895. Cost of maintenance per 1,000 gross ton-miles.	1896. Ton-mileage per mean mile worked.	1896. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
I	East Indian, including—				
XXI	Delhi-Umballa-Kalka	2,222,242	1·14	2,301,961	1·08
XXII	Tarkessur				
III	Bengal-Nágpur	687,071	1·47	682,615	1·51
IV	Indian Midland, including—				
V & XXXI	Bhopal-Itársi				
XXIX	Bína-Goona*	534,739	1·57§	538,219	1·29
XXX	Bhopal-Ujjain*				
XI	North Western State, including—				
XII	Hyderabad-Shadipalli				
XXXVI	Rájpura-Bhátinda	1,220,916	1·85	970,715	2·25
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State	1,197,347	1·76	942,219	1·71
XIV	Eastern Bengal State, including—				
	Bengal Central	1,663,690	1·15	1,767,066	1·32
XVI	East Coast State	547,579	1·65	577,898	1·73
XVIII	Great Indian Peninsula, including—				
VII	Wardha Coal				
VIII	Dhond-Manmád	1,631,887	1·87	1,732,279	1·84
XXVII	Khamgáon				
XXVIII	Amráoti				
XIX	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá‖	1,841,572	1·49	1,626,849	2·44
XXXIII	Nágdá-Ujjain**				
XXXIV	The Gaekwar's Petlád				
XX	Madras, including—				
X	Madras-Ennúr section (Bezwada Madras)**	874,414	1·62	860,759	1·76
XXXV	Kolar Gold-fields				
XXXII	The Nizam's Guaranteed state, including—				
IX	Bezwada extension (East Coast State).	721,734	2·04	795,384	1·79

* Opened for traffic during 1895.
† Approximate figures.
‡ The working of this line has been transferred to a company from the 1st September 1896.
§ Excluding the Bína-Goona railway for first-half of 1895, which was maintained at the cost of capital during that period.
‖ Partly opened during 1895.
* Opened for traffic during 1896.

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

8. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic were:

Classification number.	Railway.	1895.		1896.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
XXXVIII	Bengal and North-Western—				
	Tirhoot section . . .	455,583	1·72	480,651	1·88
	Company's section . . .				
XL	Rajputana-Malwa, including—				
XLI	Pálanpur-Deesa . . .	772,627	1·20	616,453	1·57
LX	The Gaekwar's Mehsána . .				
LXVII	Oodeypore-Chitor* . .				
XLII	Southern Mahratta, including—				
XLIII	Guntakal-Mysore frontier .				
XLIV	Mysore section (Southern Mahratta)	376,476	2·23	413,780	1·82
LXI	Kolhápur				
LXII	Yesvantpur-Mysore frontier .				
LXIII	Mysore-Nanjangúd . . .				
XLV	South Indian, including—				
XLVI	Máyavaram-Mutupet . .	507,853	2·06	518,419	1·94
LXXII	Pondicherry				
XLVII	Assam-Bengal* . . .	†	†	307,027	2·87
XLVIII	Burma ‡	531,401	2·71	531,985	2·74
XLIX	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . .	511,408	2·11	524,124	1·86
	Dacca section . . .				
LII	Rohilkund and Kumaon, including—	293,518	1·94	289,789	2·27
XXXIX	Lucknow-Bareilly section .				
LXVI	Jodhpore-Bickaneer—				
	Jodhpore section . . .	159,568	2·30	188,875	1·97
	Bickaneer section . . .	109,667	2·07	147,726	1·59
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandár, including—	253,988	4·34	235,903	2·94
LXIX	Jetalsar-Rájkot . . .				

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines ‖ open for traffic amounted to ₹2,93,26,654 on a train-mileage of 44,264,683, giving an average cost of 10·60 annas per train-mile, while in 1895 the expenditure on standard gauge lines‖ was ₹2,99,85,606 on a train-mileage of 44,890,493, or an average of 10·69 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines¶ open for traffic during the year the total expenses were ₹1,06,41,188, the train-mileage 20,549,667, and the average cost per train-mile 8·29 annas; corresponding figures for the metre gauge lines¶ open for traffic in 1895 being, total expenses ₹1,09,35,247, train-mileage 20,436,884, and average cost per train-mile 8·56 annas.

* Opened for traffic during 1895.
† The line having been opened for traffic on the 1st July 1895, reliable statistics for 1895 are not available.
‡ The working of this line has been transferred to a company from the 1st September 1896.
‖ Excluding the Calcutta Port Commissioners' railway.
¶ Excluding the West of India Portuguese railway.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Classification number.	Railway.	1895. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1895. Average cost of fuel per ton. *	1895. Train-mileage per mean mile worked.	1895. Locomotive expenses per train-mile.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1896. Average cost of fuel per ton. *	1896. Train-mileage per mean mile worked.	1896. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
I	East Indian, including—								
XXI	Delhi-Umballa-Kalka	56·71	2·26	6,036	6·75	60·93	1·91	6,256	6·90
XXII	Tarkessur								
III	Bengal-Nágpur	48·18	3·62	1,819	8·92	46·70	3·61	1,823	10·28
IV	Indian Midland, including—								
V&XXX	Bhopal-Itársi	49·60	7·38	1,723	10·95	51·50	7·96	1,704	11·56
XXIX	Bína-Goona†								
XXX	Bhopal-Ujjain†								
XI	North Western State, including—								
XII	Hyderabad-Shadipalli	45·39	14·07	3,670	12·34	41·89	13·19	3,081	11·89
XXXVI	Rájpura-Bhátinda								
XXXVII	Jammu and Kashmir								
XIII	Oudh and Rohilkhand State	42·08	9·32	3,740	7·15	39·66	9·70	3,051	7·20
XIV	Eastern Bengal State, including—	46·82	5·72‖	5,505	6·73	48·01	6·09‖	5,726	6·98
	Bengal Central								
XVI	East Coast State	58·64	8·72	1,823	13·42	55·62	8·64	1,846	11·79
XVIII	Great Indian Peninsula, including—								
VII	Wardha Coal	44·24	9·95	5,873	13·63	45·62	10·19	6,039	13·05
VIII	Dhond-Manmád								
XXVII	Khámgaon								
XXVIII	Amráoti								
XIX	Bombay, Baroda and Central India, including—								
VI	Godhra-Rutlam-Nágdá‡	59·44	16·31‖	4,910	16·70	61·33	16·61‖	4,558	17·34
XXXIII	Nágdá-Ujjain§								
XXXIV	The Gaekwar's Petlád								
XX	Madras, including—	47·83	13·28	3,026	12·96	51·91	13·86	2,971	13·49
XXXV	Kolar Gold-fields								
X	Madras-Ennúr section (Bezwada-Madras)§								
XXXII	The Nizam's Guaranteed state, including—								
IX	Bezwada extension (East Coast State.)	49·93	4·67	2,142	9·87	54·40	4·59	2,193	9·23

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile were:

Classification number.	Railway.	1895. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1895. Average cost of fuel per ton. *	1895. Train-mileage per mean mile worked.	1895. Locomotive expenses per train-mile.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1896. Average cost of fuel per ton. *	1896. Train-mileage per mean mile worked.	1896. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XXXVIII	Bengal and North-Western—								
	Tirhoot section	28·70	6·73	2,297	4·39	28·40	7·56	2,350	4·69
	Company's section								
XL	Rajputana-Malwa, including—								
XLI	Pálanpur-Deesa	34·65	18·01‖	3,550	10·14	35·42	16·39‖	2,945	10·24
LX	The Gaekwar's Mehsána								
LXVII	Oodeypore-Chitor†								
XLII	Southern Mahratta, including—								
XLIII	Guntakal-Mysore frontier								
XLIV	Mysore section (Southern Mahratta).	33·89	8·89	2,151	8·58	32·55	8·86	2,385	7·71
LXI	Kolhápur								
LXII	Yesvantpur-Mysore frontier								
LXIII	Mysore-Nanjangúd								

* Calculated on the actual weight of fuel used during the year.
† Opened for traffic during 1895.
‡ Partly opened during 1895.
§ Opened for traffic during 1896.
‖ Approximate figures.

Locomotive expenses per train-mile (metre gauge)—concld.

Classification number.	Railway.	1895. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1895. Average cost of fuel per ton. *	1895. Train-mileage per mean mile worked.	1895. Locomotive expenses per train-mile.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1896. Average cost of fuel per ton. *	1896. Train-mileage per mean mile worked.	1896. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans
XLV	South Indian, including—								
XLVI	Máyavaram-Mutupet	29·01	14·55	3,144	8·87	29·50	14·31	3,170	8·47
LXXII	Pondicherry								
XLVII	Assam-Bengal†	31·68	14·00	2,479	6·40	37·59	14·34	1,571	9·19
XLVIII	Burma§	33·90	13·23	2,633	10·36	33·68	12·11	2,843	9·28
XLIX	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge, branch).	29·61	** 7·51	2,948	5·33	32·25	** 7·20	3,039	5·87
	Dacca section								
LI	Deoghur	46·46	5·85	2,476	6·78	46·15	6·19	2,544	6·10
LII	Rohilkund and Kumaon, including—	33·69	10·01	1,652	6·21	29·87	7·56	1,652	5·74
XXXIX	Lucknow-Bareilly section								
LIII	Bengal Dooars	29·81	17·41	1,068	7·55	24·39	18·26	1,274	7·34
LIV	Dibru-Sadiya	42·42	8·50	2,335	6·20	39·91	8·48	2,438	6·24
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section	28·25	24·53	925	8·04	27·83	22·57	1,007	8·15
	Bickaneer section	27·35	24·34	738	7·83	26·93	22·50	826	8·01
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	29·71	21·76	1,583	8·25	30·51	21·02	1,567	8·96
LXIX	Jetalsar-Rájkot								

* *Locomotive expenses per 1,000 gross ton-miles (standard gauge).*

13. The locomotive expenses, on the standard gauge lines, based on the cost per 1,000 gross ton-miles hauled, give the following results:

Classification number.	Railway.	1895. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1895. Ton-mileage hauled per mean mile worked.	1895. Locomotive expenses per 1,000 gross ton-miles.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1896. Ton-mileage hauled per mean mile worked.	1896. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
I	East Indian, including—						
XXI	Delhi-Umballa-Kalka	154·03	2,222,242	1·15	165·59	2,301,961	1·17
XXII	Tarkessur						
III	Bengal-Nágpur	127·58	687,071	1·48	124·73	682,615	1·72
IV	Indian Midland, including—						
V & XXXI	Bhopal-Itársi	159·86	534,739	2·21	163·08	538,219	2·29
XXIX	Bina-Goona†						
XXX	Bhopal-Ujjain†						
XI	North Western State, including—						
XII	Hyderabad-Shadipalli	136·45	1,220,916	2·32	132·97	970,715	2·36
XXXVI	Rájpura-Bhátinda						
XXXVII	Jammu and Kashmir						
XIII	Oudh and Rohilkhand State	131·44	1,197,347	1·40	128·43	942,219	1·46
XIV	Eastern Bengal State, including—	154·91	1,663,690	1·39	155·56	1,767,093	1·41
	Bengal Central						
XVI	East Coast State	189·72	547,579	2·79	177·65	577,898	2·35
XVIII	Great Indian Peninsula, including—						
VII	Wardha Coal						
VIII	Dhond-Manmád	159·21	1,631,887	3·07	159·06	1,732,279	2·84
XXVII	Khámgaon						
XXVIII	Amráoti						
XIX	Bombay, Baroda and Central India, including—						
VI	Godhra-Rutlam-Nagda¶	158·58	1,841,572	2·78	171·84	1,626,849	3·04
XXXIII	Nágdá-Ujjain‖						
XXXIV	The Gaekwar's Petlád						
XX	Madras, including—						
XXXV	Kolar Gold-fields	165·51	874,414	2·80	179·17	860,759	2·91
X	Madras-Ennúr section (Bezwada-Madras).‖						
XXXII	The Nizam's Guaranteed state, including—	148·15	721,734	1·83	149·98	795,384	1·89
IX	Bezwada extension (East Coast State)						

* Calculated on the actual weight of fuel used during the year.
† Opened for traffic during 1895.
§ The working of this line line has been transferred to a company from the 1st September 1896.
¶ Partly opened during 1895.
‖ Opened for traffic during 1896.
* Approximate figures.

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Classification number.	Railway.	1895. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1895. Ton-mileage hauled per mean mile worked.	1895. Locomotive expenses per 1,000 gross ton-miles.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1896. Ton-mileage hauled per mean mile worked.	1896. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	*R*	lbs.	Miles.	*R*
XXXVIII	Bengal and North-Western—						
	Tirhoot section	144·69	455,583	1·38	138·88	480,651	1·43
	Company's section						
XL	Rajputana-Malwa, including—						
XLI	Pálanpur-Deesa						
LX	The Gaekwar's Mehsána	159·21	772,627	2·91	169·23	616,453	3·06
LXVII	Oodeypore-Chitor*						
XLII	Southern Mahratta, including—						
XLIII	Guntakal-Mysore frontier						
XLIV	Mysore section (Southern Mahratta).	193·68	376,476	3·06	187·64	423,780	2·78
LXI	Kolhápur						
LXII	Yesvantpur-Mysore frontier						
LXIII	Mysore-Nanjangúd						
XLV	South Indian, including—						
XLVI	Máyavaram-Mutupet	179·60	507,853	3·43	180·41	518,419	3·24
LXXII	Pondicherry						
XLVII	Assam-Bengal*	†	†	†	192·34	397,027	2·94
XLVIII	Burma§	167·96	531,401	3·21	179·98	531,985	3·10
XLIX	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch)	177·61	511,408	1·92	187·00	524,124	2·13
	Dacca section						
LII	Rohilkund and Kumaon, including—	189·58	293,518	2·18	170·24	289,988	2·04
XXXIX	Lucknow-Bareilly section						
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section	163·72	159,568	2·91	148·46	188,875	2·72
	Bickaneer section	184·04	109,667	3·29	150·59	147,726	2·80
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	184·46	253,988	3·20	201·67	237,128	3·70
LXIX	Jetalsar-Rájkot						

Locomotive expenses: cost of fuel.

15. The average prices of coal per ton varying—as will be noticed from the foregoing paragraphs—from R2·26 on the East Indian railway to R24·53 on the Jodhpore section of the Jodhpore-Bickaneer railway in 1895 and from R1·91 on the East Indian railway to R22·57 on the Jodhpore section of the Jodhpore-Bickaneer railway in 1896, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, as in the following tables:

* Opened for traffic during 1895.
† The line having been opened for traffic on the 1st July 1895, reliable statistics for 1895 are not available.
§ The working of this line has been transferred to a company from the 1st September 1896.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Classification number.	Railway.	1895.	1896.
		₹	₹
I	East Indian, including—		
XXI	Delhi-Umballa-Kalka	0·99	1·03
XXII	Tarkessur		
III	Bengal-Nágpur	1·24	1·49
IV	Indian Midland, including—		
V & XXXI	Bhopal-Itársi	1·53	1·51
XXIX	Bína-Goona*		
XXX	Bhopal-Ujjain*		
XI	North Western State, including—		
XII	Hyderabad-Shadipalli	1·36	1·47
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State	0·85	0·90
XIV	Eastern Bengal State, including—	0·86†	0·90†
	Bengal Central		
XVI	East Coast State	2·00	1·65
XVIII	Great Indian Peninsula, including—		
VII	Wardha Coal	2·24	1·99
VIII	Dhond-Manmád		
XXVII	Khámgaon		
XXVIII	Amráoti		
XIX	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam Nagda‡	1·66†	1·82†
XXXIII	Nágdá-Ujjain§		
XXXIV	The Gaekwar's Petlád		
XX	Madras, including—		
XXXV	Kolar Gold-fields	1·74	1·70
X	Madras-Ennúr section (Bezwada-Madras)§		
XXXII	The Nizam's Guaranteed state, including—	1·46	1·25
IX	Bezwada extension (East Coast State)		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines were:

Classification number.	Railway.	1895.	1896.
		₹	₹
XXXVIII	Bengal and North-Western—		
	Tirhoot section	0·95	0·96
	Company's section		
XL	Rajputana-Malwa, including—		
XLI	Pálanpur-Deesa	1·69†	1·83†
LX	The Gaekwar's Mehsána		
LXVII	Oodeypore-Chitor*		
XLII	Southern Mahratta, including—		
XLIII	Guntakal-Mysore frontier		
XLIV	Mysore section (Southern Mahratta)		
LXI	Kolhápur	2 20	1·94
LXII	Yesvantpur-Mysore frontier		
LXIII	Mysore-Nanjangúd		
XLV	South Indian, including—		
LVI	Máyavaram-Mutupet	1·94	1·80
LXXII	Pondicherry		
XLVII	Assam Bengal*	‖	1·57
XLVIII	Burma**	2·03	1·97
XLIX	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	1·25†	1·42†
	Dacca section		
LII	Rohilkund and Kumaon, including—	1·34	1·47
XXXIX	Lucknow-Bareilly section		
LXVI	Jodhpore-Bickaneer—		
	Jodhpore section	1·33	1·22
	Bickaneer section	1·53	1·29
LXVIII	Bhávnagar-Gondal-Junágarh Porbandar, including—	1·76	2·09
LXIX	Jetalsar-Rájkot		

* Opened for traffic during 1895.
† Approximate figures.
‡ Partly opened during 1895.
§ Opened for traffic during 1896.
‖ The line having been opened for traffic on the 1st July 1895, reliable statistics for 1895 are not available.
** The working of this line has been transferred to a company from the 1st September 1896.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the cost per 1,000 home vehicle-miles, are shown in the following table:

Classification number.	Railway.	1895. Total vehicle-mileage.	1895. Average mileage per coaching vehicle.	1895. Average mileage per goods vehicle.	1895. Carriage and wagon expenses per 1,000 home vehicle-miles.	1896. Total vehicle-mileage.	1896. Average mileage per coaching vehicle.	1896. Average mileage per goods vehicle.	1896. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	*R*	Miles.	Miles.	Miles.	*R*
I XXI XXII	East Indian, including— Delhi-Umballa-Kalka Tarkessur	289,501,648	64,254	21,417	5·27	303,433,716	64,133	21,706	5·51
III	Bengal-Nágpur	59,698,953	38,732	13,502	4·34	57,704,865	42,693	12,579	4·40
IV V & XXXI XXIX XXX	Indian Midland, including— Bhopal-Itársi Bina-Goona* Bhopal-Ujjain*	32,148,127	31,062†	9,199†	7·93	32,768,253	33,315	8,820	8·04
XI XII XXXVI XXXVII	North Western State, including— Hyderabad-Shadipalli Rájpura-Bhátinda Jammu and Kashmir	227,021,372	32,303	15,957	7·31	182,838,083	31,790	11,386	8·74
XIII	Oudh and Rohilkhand State.	70,246,839	49,289	10,364	9·32	61,793,098	43,937	8,682	10·68
XIV	Eastern Bengal State, including— Bengal Central	46,556,831	38,126	13,800	7·62	47,375,838	37,088	13,844	8·02
XVI	East Coast State	12,006,595	28,585	6,067	5·80	16,034,297	27,518	7,596	4·71
XVIII VII VIII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	156,683,661	31,451	12,892	10·27	166,525,426	31,531	14,020	9·59
XIX VI XXXIII XXXIV	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá‡ Nágdá-Ujjain‡ The Gaekwar's Petlád	73,690,383	42,990	12,629	8·44	71,502,266	45,167	11,677	9·01
XX X XXXV	Madras, including— Madras-Ennúr section (Bezwada-Madras).§ Kolar Gold-fields	52,636,021	29,143	11,502	11·43	53,982,583	30,339	12,318	11·64
XXXII IX	The Nizám's Guaranteed state, including— Bezwada extension (East Coast State).	15,353,918	44,511	12,904	9·81	19,598,406	45,087	16,646	5·62

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the cost per 1,000 home vehicle-miles, were:

Classification number.	Railway.	1895. Total vehicle-mileage.	1895. Average mileage per coaching vehicle.	1895. Average mileage per goods vehicle.	1895. Carriage and wagon expenses per 1,000 home vehicle-miles.	1896. Total vehicle-mileage.	1896. Average mileage per coaching vehicle.	1896. Average mileage per goods vehicle.	1896. Carriage and wagon expense, per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	*R*	Miles.	Miles.	Miles.	*R*
XXXVIII	Bengal and North-Western— Tirhoot section Company's section	46,047,093	48,641	10,278	3·27	47,098,594	47,379	9,902	3·77
XL XLI LX LXVII	Rajputana-Malwa, including— Pálanpur-Deesa The Gaekwar's Mehsána Oodeypore-Chitor*	154,102,070	30,528	14,721	6·35	129,249,708	30,793	11,232	7·00
XLII XLIII XLIV LXI LXII LXIII	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section (Southern Mahratta). Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd	67,935,719	25,427	9,561	6·23	72,605,282	27,254	10,203	5·57

* Opened for traffic during 1895.
† The figures for the Bina-Goona railway for the first-half of 1895 are approximate.
‡ Partly opened during 1895.
§ Opened for traffic during 1896.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Classification number.	Railway.	1895. Total vehicle-mileage.	1895. Average mileage per coaching vehicle.	1895. Average mileage per goods vehicle.	1895. Carriage and wagon expenses per 1,000 home vehicle-miles.	1896. Total vehicle-mileage.	1896. Average mileage per coaching vehicle.	1896. Average mileage per goods vehicle.	1896. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
XLV XLVI LXXII	South Indian, including— Máyavaram-Mutupet Pondicherry	61,887,464	31,992	9,941	9·96	62,981,692	32,382	9,960	9·03
XLVII	Assam-Bengal*	1,318,410	10,759	1,794	8·28	5,027,469	16,503	4,128	6·31
XLVIII	Burma†	49,084,910	32,886	8,288	7·08	56,047,394	36,684	9,224	7·42
XLIX	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge, branch) Dacca section	41,796,735	40,899	11,726	3·86	42,064,618	39,684	11,839	4·62
LII XXXIX	Rohilkund and Kumaon, including— Lucknow-Bareilly section	11,543,537	26,170	10,682	4·73	11,264,637	26,336	10,227	5·27
LXVI	Jodhpore-Bikaneer— Jodhpore section Bikaneer section	6,252,657 510,219	38,408	14,280	6·48 10·11	6,253,381 585,981	42,960	15,271	3·90 4·59
LXVIII LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including— Jetalsar-Rájkot	12,780,966	28,905	7,829	4·46	10,908,911	28,209	5,961	5·11

Traffic expenses.

Traffic expenses per train-mile (standard gauge).

20. The traffic expenses per train-mile, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1895. Train-mileage per mean mile worked.	1895. Average distance between stations.	1895. Traffic expenses per train-mile.	1896. Train-mileage per mean mile worked.	1896. Average distance between stations.	1896. Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I XXI XXII	East Indian, including— Delhi-Umballa-Kalka Tarkessur	6,036	7·19	4·45	6,256	6·93	4·53
	Bengal-Nágpur	1,819	9·26	5·47	1,823	9·16	5·51
IV V & XXXI XXIX XXX	Indian Midland, including— Bhopal-Itársi Bína-Goona* Bhopal-Ujjain*	1,723	7·57	5·48	1,704	7·81	4·93
XI XII XXXVI XXXVII	North Western State, including— Hyderabad-Shadipalli Rájpura-Bhátinda Jammu and Kashmir	3,670	7·62	4·60	3,081	7·54	5·10
XIII	Oudh and Rohilkhand State	3,740	6·70	4·30	3,051	6·50	5·02
XIV	Eastern Bengal State	6,967	3·51	7·46	7,287	3·62	7·71
	Bengal Central	2,594	5·00	6·36	2,608	5·00	5·71
XVI	East Coast State	1,823	6·78	5·41	1,846	6·71	5·34
XVIII VII VIII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	5,873	6·90	5·37	6,039	6·87	5·18
XIX VI XXXIII XXXIV	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá‡ Nágdá-Ujjain§ The Gaekwar's Petlád	4,910	5·84	5·90	4,558	5·78	6·20
XX X XXXV	Madras, including— Madras-Ennúr section (Bezwada-Madras)§ Kolar Gold-fields	3,026	5·59	5·26	2,972	5·39	5·53
XXXII IX	The Nizám's Guaranteed state, including— Bezwada extension (East Coast State).	2,142	8·21	5·25	2,193	8·21	5·35

* Opened for traffic during 1895.
† The working of this line has been transferred to a company from the 1st September 1896.
‡ Partly opened during 1895
§ Opened for traffic during 1896.

Traffic expenses per train-mile (metre gauge).

21. On the metre gauge lines the traffic expenses per train-mile were:

Classification number.	Railway.	1895. Train-mileage per mean mile worked.	1895. Average distance between stations.	1895. Traffic expenses per train-mile.	1896. Train-mileage per mean mile worked.	1896. Average distance between stations.	1896. Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles	Miles.	Ans.
XXXVIII	Bengal and North-Western— Tirhoot section . . Company's section . .	2,297	5·91	4·06	2,350	6·22	3·96
XL XLI LX LXVII	Rajputana-Malwa, including— Pálanpur-Deesa The Gaekwar's Mehsána Oodeypore-Chitor* . .	3,550	7·91	3·87	2,945	7·18	4·47
XLII XLIII XLIV LXI LXII LXIII	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section (Southern Mahratta). Kolhápur . . . . Yesvantpur-Mysore frontier Mysore-Nanjangúd	2,151	7·61	4·13	2,385	7·61	3·91
XLV XLVI LXXII	South Indian, including— Máyavaram-Mutupet Pondicherry	3,144	6·65	3·47	3,170	6·61	3·67
XLVII	Assam-Bengal*	2,480	6·48	4·61	1,571	6·97	6·65
XLVIII	Burma†	2,633	6·67	5·66	2,843	6·24	5·30
XLIX	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	2,948	6·80	4·56	3,039	6·80	4·61
LI	Deoghur	2,476	4·79	6·71	2,544	4·79	6·37
LII XXXIX	Rohilkund and Kumaon, including— Lucknow-Bareilly section	1,651	6·63	4·32	1,652	6·34	4·02
LIII	Bengal Dooars	1,068	4·61	8·47	1,274	4·04	10·03
LIV	Dibru-Sadiya	2,335	5·50	3·64	2,438	5·96	3·45
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section . .	925	9·16	3·13	1,007	9·16	3·10
	Bickaneer section . .	738	14·50	3·26	826	14·50	3·57
LXVIII LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including— Jetalsar-Rájkot	1,583	6·90	5·60	1,567	6·90	5·53

* Opened for traffic during 1895.
† The working of this line has been transferred to a company from the 1st September 1896.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

22. The general charges, both of the standard and metre gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Classification number.	Railway.	1895. Gross earnings, excluding steam-boat service, per mean mile worked.	1895. General charges, per cent. on gross earnings, excluding steam-boat service.	1896. Gross earnings, excluding steam-boat service, per mean mile worked.	1896. General charges, per cent. on gross earnings, excluding steam-boat service.
	Standard gauge.	₹	Per cent.	₹	Per cent.
I	East Indian, including—				
XXI	Delhi-Umballa-Kalka	29,283	3·29	28,938	3·37
XXII	Tarkessur				
III	Bengal-Nágpur	7,972	9·60	7,385	9·23
IV	Indian Midland, including—				
V & XXXI	Bhopal-Itársi	6,107	10·24	6,200	8·79
XXIX	Bina-Goona*				
XXX	Bhopal-Ujjain*				
XI	North Western State, including—				
XII	Hyderabad-Shadipalli	13,894	3·46	11,153	4·03
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State	12,914	4·07	10,880	4·93
XIV	Eastern Bengal State	33,766	3·48	35,126	3·47
	Bengal Central	7,579	12·35	7,466	11·90
XV	Calcutta Port Commissioners'	45,435	5·61	51,751	3·42
XVI	East Coast State	4,702	8·77	4,881	8·86
XVIII	Great Indian Peninsula, including—				
VII	Wardha Coal	22,674	4·05	23,095	3·82
VIII	Dhond-Manmád				
XXVII	Khámgaon				
XXVIII	Amráoti				
XIX	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá†	31,774	3·27	28,386	3·62
XXXIII	Nágdá-Ujjain‡				
XXXIV	The Gaekwar's Petlád				
XX	Madras, including—				
X	Madras-Ennúr section (Bezwada-Madras)‡	13,379	5·13	12,957	5·53
XXXV	Kolar Gold-fields				
XXXII	The Nizam's Guaranteed state, including—				
IX	Bezwada extension (East Coast State)	9,617	9·11	9,749	8·86
	Metre gauge.				
XXXVIII	Bengal and North-Western—				
	Tirhoot section	6,910	8·02	6,992	7·40
	Company's section				
XL	Rajputana-Malwa, including—				
XLI	Pálanpur-Deesa				
LX	The Gaekwar's Mehsána	13,195	5·00	11,027	5·73
LXVII	Oodeypore-Chitor*				
XLII	Southern Mahratta, including—				
XLIII	Guntakal-Mysore frontier				
XLIV	Mysore section (Southern Mahratta)	5,679	9·20	5,888	8·92
LXI	Kolhápur				
LXII	Yesvantpur-Mysore frontier				
LXIII	Mysore-Nanjangúd				

* Opened for traffic during 1895.
† Partly opened during 1895.
‡ Opened for traffic during 1896

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Classification number.	Railway.	1895. Gross earnings, excluding steam-boat service, per mean mile worked.	1895. General charges, per cent. on gross earnings, excluding steam-boat service.	1896. Gross earnings, excluding steam-boat service, per mean mile worked.	1896. General charges, per cent. on gross earnings, excluding steam-boat service.
		₹	Per cent.	₹	Per cent.
XLV XLVI LXXII	South Indian, including— Máyavaram-Mutupet Pondicherry	8,345	7·13	8,368	7·11
XLVII	Assam-Bengal*	3,317	24·64	3,670	21·82
XLVIII	Burma †	8,788	6·15	8,695	6·71
XLIX	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	9,706	4·59	10,269	4·43
LI	Deoghur	7,017	7·88	6,266	8·54
LII XXXIX	Rohilkund and Kumaon, including— Lucknow-Bareilly section	4,366	12·50	4,490	12·54
LIII	Bengal Dooars	6,522	13·14	7,050	12·58
LIV	Dibru-Sadiya	7,757	12·83	8,353	12·13
LXVI	Jodhpore-Bickaneer— Jodhpore section	3,041	3·57	3,633	3·14
	Bickaneer section	1,989	4·65	2,775	3·86
LXVIII LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including— Jetalsar-Rájkot	5,622	9·49	5,736	9·29

Compensation.

23. The total expenses, on the standard and metre gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to ₹2,37,341, being 0·09 per cent. on the gross earnings, against ₹2,88,174 equal to a percentage of 0·11 on gross earnings in 1895.

* Opened for traffic during 1895.
† The working of this line has been transferred to a company from the 1st September 1896.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1897 is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the more important railways during the year 1896, as compared with those of the previous year; further details for each line for the year 1896 are tabulated in Part I of the Administration Report and in the appendices to this volume.

East Indian Railway system (standard gauge).

3. The length of line open for traffic on the 31st December 1896, comprising the East Indian railway system, is made up as follows:

	Miles.
East Indian railway proper	1,701·11
Tarkessur railway*	22·23
Delhi-Umballa-Kalka railway*	160·47
Total	1,883·81

The mean mileage worked during the year 1896 was 1,919·45† miles against 1,904·94† miles worked in the previous year. The increase was partly due to the following additions to the open mileage, and partly to the Nandi-Panuria section and the Damoodur branch, which were respectively opened on the 1st and the 30th June 1895, having been worked throughout the year.

	Miles.	
A portion of Damoodur branch	1·77	From the 15th July 1896.
Chanch branch extension	1·00	From the 5th August 1896.
Rajmehal branch extension	0·17	From the 4th October 1896.
Maharajpur branch	1·87	From the 31st October 1896.

A portion of the Sakrigali branch, 3·89 miles, was taken out from the 30th September 1896.

The following table compares the general results of the year's working with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses. ‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital outlay, ‖ including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	†1,904·94	11,497,445	5,59,05,000	§1,76,33,233	3,82,71,767	31·54	563	9·62
1896	†1,919·45	12,007,578	5,57,02,226	1,80,41,490	3,76,60,736	32·39	557	9·37
Increase or decrease	+14·51	+510,133	−2,02,774	+4,08,257	−6,11,031	+0·85	−6	−0·25
Percentage of increase or decrease	+0·76	+4·44	−0·36	+2·32	−1·60	...	−1·07	...

* Worked by the East Indian Railway.

† Including 34·50 miles of the Eastern Bengal State railway from the Kidderpore docks to Naihâti, and 1·00 mile of the Rajputana-Malwa railway from Agra east bank to Agra Fort worked over.

‡ Including contribution to the Provident Fund.

§ Excluding ₹5,03,779, being the refund of overcharges by the Government Telegraph Department.

‖ Rupees 39,79,78,315 in 1895 and ₹40,21,13,830 in 1896. These figures include interest on capital of the Delhi-Umballa-Kalka railway during construction. For details of the capital outlay to the 31st December 1896, see Chapter II.

Surplus profits.

The surplus profits for the 1st and 2nd halves of 1895 and 1896 compare as follows:

	1895.		1896.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Government share of East Indian railway proper	40,33,581	16,82,733	27,00,666	22,82,267
East Indian Railway Company's share of East Indian railway proper	10,08,395	4,20,683	6,75,166	5,70,567
East Indian Railway Company's share for working the Tarkessur Railway	23,104	16,669	21,624	17,627
TOTAL	10,31,499	4,37,352	6,96,790	5,88,194
Tarkessur railway share of net earnings	92,416	66,675	86,496	70,509
Delhi-Umballa-Kalka railway share of net earnings	4,06,396	3,53,074	3,45,896	3,39,901

The total decrease in surplus profits to Government and the East Indian Railway Company amounted to ₹11,17,793, and was due to a decrease of ₹2,02,774 in earnings, an increase of ₹4,08,257 in working expenses and a refund of ₹5,06,762 by the Government Telegraph Department in 1895 on account of overcharges from January 1887 to December 1894 for rent, maintenance and inspection of telegraph lines. This decrease, however, was partly made good by a decrease in the charge for interest and annuity, ₹1,24,786, owing to a favourable rate of exchange for conversion, *viz.*, 1*s.* 1½*d.* for the second-half of 1896.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	1,85,46,433	1,88,18,457	+ 2,72,024
Goods	3,64,66,568	3,59,23,208	− 5,43,360
Electric telegraph	86,948	97,149	+ 10,201
Steam-boat	1,22,572	1,56,690	+ 34,118
Sundries	6,82,479	7,06,722	+ 24,243
TOTAL	5,59,05,000	5,57,02,226	− 2,02,774

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year.	66,127	6,40,887	204,069	8,37,620	1,999,526	11,72,358	16,978,838	1,37,68,050	18,348,560	1,64,18,915
1896	65,312	6,62,401	206,831	8,56,813	1,191,348	12,34,129	17,190,886	1,40,42,063	18,654,377	1,67,95,406
Increase or decrease	−815	+21,514	+2,762	+19,193	+91,822	+61,771	+212,048	+2,74,013	+305,817	+3,76,491

The noticeable improvement under intermediate and third classes is attributable to the opening of new stations, the extensive bookings to river-side stations on the occasion of the lunar eclipse, and the movement of Hindu pilgrims and marriage parties, during the first six months of the year which was considered as an auspicious season for marriages and visiting holy places.

There were decreases of R47,770 and R67,598 in the earnings from "Military, carriages, horses, etc.," and from "Parcels" respectively, due to large despatches of Government horses and stores, etc., for the Chitral expedition in 1895.

The average sum received for carrying a passenger one mile amounted to 2·74 pies against 2·73 pies in the previous year.

The coaching earnings per passenger train-mile were R3·89 against R4·05.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	2,856,136	2,50,54,053	2,904,487	2,38,64,597	+48,351	—11,89,456
Military stores	7,357	3,06,535	6,711	2,76,692	—646	—29,843
Railway materials for construction (Home line only)	163,882	78,032	81,002	83,142	—82,880	+5,110
Coal and coke for the public and foreign railways	2,553,622	94,49,815	2,879,127	1,01,50,448	+325,505	+7,00,633
Coal and coke for construction (Home line only)	1,954	6,577	3,228	9,540	+1,274	+2,963
Coal and coke for revenue only	379,754	7,77,741	397,023	8,37,924	+26,269	+60,183
Revenue stores other than coal and coke	662,782	4,87,245	520,382	4,27,564	—142,400	—59,681
Live-stock	4,405	1,82,039	4,302	1,65,513	—103	—16,526
Rents, miscellaneous, etc.	...	1,40,952	...	1,21,064	...	—19,888
TOTAL	6,620,892	3,64,82,989	6,796,262	3,59,36,484	+175,370	—5,46,505
Less—Outstandings irrecoverable	...	16,421	...	13,277	...	—3,144
NET TOTAL	6,620,892	3,64,66,568	6,796,262	3,59,23,207	+ 175,370	—5,43,361

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. R
Jute	7,783	...
Oil-seeds	31,350	...
Saltpetre, etc.	10,067	1,08,092
Tobacco	9,304	1,29,452
	Decrease.	Decrease.
Cotton, raw	1,381	1,51,124
Grain and pulse	51,820	3,85,611
Hides and skins	9,883	1,84,384
Jute	...	1,18,469
Oil-seeds	...	3,11,905

Jute.—There was an increase in the traffic in jute raw from the Dhulian agency and the Eastern Bengal State railway *vid* Sakrigali Ghât to Calcutta and Howrah and Bhadreswar Ghât for shipment and for the local mills, but this was more than counterbalanced by a falling off in gunny bags from Calcutta and adjacent places to Delhi and *vid* Gháziabad and Umballa Cantonment junctions in sympathy with the decrease in grain and pulse.

Oil seeds.—There were increases in linseed, til (or jinjilly) and poppy seeds from Behar and the North-Western Provinces to the ports of Calcutta and

Bombay for shipment, and decreases in rape and mustard seeds from the Central Provinces, Rajputana and Central India and the Punjab from whence these seeds were extensively imported to Calcutta and Howrah in 1895 to meet requirements for local crushing.

Saltpetre.—The increase is said to have occurred in the traffic to Calcutta and Howrah from the Bengal and North-Western railway *viâ* Mokameh Ghât, the Bombay, Baroda and Central India railway *viâ* Delhi, the North Western railway *viâ* Ghâziabad, the Oudh and Rohilkhand railway *viâ* Moghal Sarai, and from Cawnpore and stations above for shipment.

Tobacco.—The increase was due, it is said, to the through traffic from the Bengal and North-Western and the Eastern Bengal State railways *viâ* Mokameh Ghât, Dígha Ghât and Sakrigali Ghât, on account of the favourable crops in the Tirhoot and Purnea districts.

Cotton, raw.—The decrease was chiefly in despatches to Howrah and Calcutta from the North-Western Provinces and *viâ* Asansol.

Grain and pulse.—The decrease under this head was mainly due to a falling off in the traffic in wheat, which is stated to be due to a reduction in the sterling prices in Europe combined with a rise in prices in India, owing to the serious failure of crops over a great extent of the country.

Hides and skins.—The decrease was due, it is explained, to an exceptional demand for shipment to Europe and America in 1895.

The average sum received for carrying a ton of goods one mile amounted to 4·89 pies against 4·87 pies in the previous year.

The goods earnings per goods train-mile were ₹5·01 against ₹5·27.

Working expenses.

The following table compares the working expenses of the railway system during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	48,28,648	8·64	47,53,474	8·53	−75,174	−0·11
Locomotive expenses	48,52,026	8·68	51,79,433	9·30	+3,27,407	+0·62
Carriage and wagon expenses	15,24,679	2·73	16,73,013	3·00	+1,48,334	+0·27
Traffic expenses	31,99,060	5·72	33,96,019	6·10	+1,96,959	+0·38
General charges	18,34,705	3·28	18,72,501	3·36	+37,796	+0·08
Steam-boat service	1,19,479	0·21	1,65,329	0·30	+45,850	+0·09
Special and miscellaneous expenditure	12,74,636	2·28	10,01,721	1·80	−2,72,915	−0·48
TOTAL	1,76,33,233	31·54	1,80,41,490	32·39	+4,08,257	+0·85

The increase under "Locomotive expenses" was chiefly due to the increased mileage run, the more frequent and heavier repairs to rolling stock consequent on the increased speed of trains and heavier passenger traffic, and the increased cost of oil.

The increase under "Carriage and wagon expenses" was mainly due to the rebuilding of a larger number of vehicles with higher priced materials, and to the increased vehicle-mileage run.

The increase under "Traffic expenses" was chiefly due to the increased train-mileage run, the entertainment of additional staff for new stations, the addition of 15 per cent. to the salaries of the train staff in lieu of exchange compensation, and the extended use of Pintsch's system of gas lighting.

The decrease under "Special and miscellaneous expenditure" was due chiefly to less payments for hire of vehicles and to smaller charges for mileage and demurrage, owing to a falling off in the goods traffic.

From the 1st October 1896, in order to relieve the pressure on the Chord line mail trains, a new fast train, called the *Express passenger*, was put on between Howrah and Allahabad, and the service has given satisfactory results. Third class passengers travelling distances two hundred miles and over, were carried by the new train.

Traffic working.

The principal alterations in coaching fares and goods rates will be found noted on pages 166 and 167, Part I of the Administration report.

Rates and fares.

Bengal-Nágpur Railway (standard gauge).

4. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	862·33	1,568,777	68,74,740	33,33,297	35,41,443	48·48	153	3·59
1896	862·33	1,572,017	63,68,525	34,40,656	29,27,869	54·03	142	2·95
Increase or decrease	...	+ 3,240	−5,06,215	+1,07,359	−6,13,574	+5·55	—	−0·64
Percentage of increase or decrease	...	+0·21	−7·36	+3·22	−17·33	...	−7·19	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	15,21,190	15,94,951	+ 73,761
Goods	47,50,331	42,64,420	−4,85,911
Electric telegraph	20,447	21,188	+ 741
Sundries	5,82,772	4,87,966	−94,806
TOTAL	68,74,740	63,68,525	−5,06,215

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Tot	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	6,256	38,014	16,162	34,891	41,603	28,372	2,242,042	12,65,467	2,306,063	13,66,744
1896	6,745	39,751	17,177	36,268	40,991	29,297	2,194,151	13,33,212	2,259,064	14,38,528
Increase or decrease	+ 489	+ 1,737	+1,015	+ 1,377	−612	+ 925	−47,891	+67,745	−46,999	+71,784

The increase in the earnings from third class, notwithstanding a decrease in the number carried, is explained to have been due to the larger pilgrim traffic to Allahabad and Benares during the Magh mela from the Nágpur-Sambalpur

* Including 0·30 mile at Katni junction and 0·50 mile at Asansol junction of the East Indian railway and 0·65 mile at Nágpur junction of the Great Indian Peninsula railway worked over.

section at lower special fares, to the despatches of cooly emigrants from Chota Nágpur, Jharsuguda, Balaghat, Purulia, Chakardharpore and Jubbulpore, *vid* Katni to the tea gardens in Assam, and to the booking of a large number of workmen and others for employment on the Sini-Midnapore and Calcutta-Cuttack extensions.

There was a decrease of R8,789 in the earnings from parcels for the public, principally attributable to the heavy despatches of oranges from Nágpur towards Bengal and the North-Western Provinces and Oudh last year.

The average sum received for carrying a passenger one mile amounted to 2·08 pies against 2·09 pies in the previous year.

The coaching earnings per passenger train-mile were R3 16 against R3·10.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	527,311	42,23,771	477,349	36,61,158	—49,962	—5,62,613
Military stores	296	4,307	356	6,743	+60	+2,436
Railway materials for construction (Home line only)	13,528	16,490	39,552	59,730	+26,024	+ 43,240
Coal and coke for the public and foreign railways	527,648	2,85,097	570,928	2,80,093	+43,280	—5,004
Coal and coke for construction (Home line only)	1,735	13,544	1,702	12,900	—33	—644
Coal and coke for revenue only	40,265	1,30,700	39,331	1,29,277	—934	—1,423
Revenue stores other than coal and coke	80,233	60,079	138,140	99,163	+57,907	+39,084
Live-stock	40	1,284	43	1,324	+3	+40
Rents, miscellaneous, etc.	...	16,048	...	14,389	...	—1,659
TOTAL	1,191,056	47,51,320	1,267,401	42,64,777	+76,345	—4 86,543
Less—Outstandings irrecoverable	...	989	...	357	...	—632
NET TOTAL	1,191,056	47,50,331	1,267,401	42,64,420	+76,345	—4,85,911

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. R
Cotton, raw	3,709	36432
Railway plant and rolling stock	14,510	67,710
All other articles of merchandise	10,900	53,206
	Decrease.	**Decrease.**
Grain and pulse	66,542	6,27,297
Oils	2,104	43,450
Provisions	2,074	40,492

Cotton, raw.—The increase was principally due to larger despatches from Berar, Hinganghát and other places to Calcutta and Shámnagar *vid* Nágpur.

Railway plant and rolling stock.—The increase was chiefly due to heavier despatches of wooden sleepers from the timber loading stations of this railway to the East Indian, the Bengal and North-Western and the Lucknow Rai Bareilly railways.

All other articles of merchandise.—The improvement was principally due to considerable despatches of mowha flowers from Kamptee, Tumsar, Tirora, Gondia, Dongargarh, Raipur, Sakti, Raigarh and other stations *vid* Nágpur towards Bombay.

Grain and pulse.—The decrease was mainly attributable to a large falling off in the traffic in wheat and rice, on account of the failure of the crops in the Central Provinces and Bengal.

Oils.—The decrease occurred principally in the import of kerosine oil from Bengal, owing to unfavourable prices and to the greater poverty of the people on account of famine.

Provisions.—The decrease was chiefly due to less supplies of cocoa-nuts from Howrah and Sambalpur, owing to a limited demand in the locality, and to the fact that last year there were large exports of oranges by goods trains and imports of mangoes *vid* the Great Indian Peninsula railway.

The average sum received for carrying a ton of goods one mile amounted to 6·47 pies against 6·81 pies in the previous year.

The goods earnings per goods train-mile were R3·99 against R4·41.

Working expenses.

The following table compares the working expenses of the railway during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent on gross earnings.	Amount.	Per cent on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	8,68,967	12·64	8,91,021	13·99	+22,054	+1·35
Locomotive expenses	8,74,454	12·72	10,10,348	15·86	+1,35,894	+3·14
Carriage and wagon expenses	2,58,927	3·77	2,53,947	3·99	—4,980	+0·22
Traffic expenses	5,36,355	7·80	5,41,246	8·50	+4,891	+0·70
General charges	6,60,216	9·60	5,88,121	9·24	—72,095	—0·36
Special and miscellaneous expenditure	1,34,378	1·95	1,55,973	2·45	+21,595	+0·50
Total	33,33,297	48·48	34,40,656	54·03	+1,07,359	+5·55

The increase in the "Locomotive expenses" is principally attributable to the replacement of two locomotive boilers and nine crank axles during the year and to the debit during the year of the greater portion of arrear charges on account of shunting at Nágpur Joint station from December 1888.

The decrease under "General charges" is for the most part due to a reduction in the expenditure in England for Home charges, a write-back of supervision charges on account of the Agent, Audit and Store-Keeper's offices to the Sini-Midnapur-Calcutta-Cuttack extensions, and to a reduction in the cost of rent and maintenance of telegraph instruments.

Indian Midland Railway system (standard gauge).

5. The mileage of the railway system is made up as follows:

	Miles.
Indian Midland railway proper	679·56
Bhopal-Itársi railway *	57·39
Bína-Goona railway*	71·74
Bhopal-Ujjain railway*	113·52
Total	922·21

The mean mileage worked during the year was 941·53† miles against 819·21† miles worked in the previous year. The increase was due to the fact that the Bína-Goona and the Bhopal-Ujjain railways were worked for the whole

* Worked by the Indian-Midland Railway Company.

† Including 2·89 miles at Agra junction of the Rajputana-Malwa railway, 1·00 mile at Cawnpore junction of the Oudh and Rohilkhand railway, 12·75 mile from Agra junction to Túndla, 1·92 miles at Cawnpore junction, and 0·63 mile at Mánikpur junction of the East Indian railway, and 0·13 mile at Itársi junction of the Great Indian Peninsula railway worked over.

year in 1896, while in the previous year the former was worked for eight months and the latter for 51 days only.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year ...	819·21	1,411,842	50,03,098	31,82,625	18,20,473	63·61	117	1·70
1896	941·53	1,604,583	58,37,258	33,88,464	24,48,794	58·05	119	2·27
Increase or decrease	+122·32	+192,741	+8,34,160	+2,05,839	+6,28,321	−5·56	+2	+ 0·57
Percentage of increase . .	14·93	13·65	16·67	6·47	34·51	...	1·71	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	21,37,837	24,02,340	+2,64,503
Goods	26,94,105	33,01,409	+6,07,304
Electric telegraph	14,868	19,560	+4,692
Sundries	1,56,288	1,13,949	−42,339
TOTAL . .	50,03,098	58,37,258	+8,34,160

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	11,439	1,11,900	36,333	1,33,868	409,447	4,83,686	1,184,031	10,26,731	1,641,250	17,56,185
1896 . . .	12,441	1,26,774	40,360	1,51,502	402,618	4,92,820	1,383,269	12,55,075	1,838,688	20,26,171
Increase or decrease . .	+ 1,002	+ 14,874	+ 4,027	+ 17,634	−6,829	+9,134	+ 199,238	+2,28,344	+ 197,438	+2,69,986

The improvement is mainly ascribed to be due to the increase in the mean mileage worked, to the development of the traffic, chiefly 3rd class, in connection with marriage parties and native festivals, and to the movements of famine-stricken people to the relief works and districts where scarcity was less severe.

There was an increase of ₹17,952 under "Passenger's luggage," due to an increase in the number of first and second class passengers, specially those travelling to and from Bombay, and a decrease of ₹35,737 under "Military horses," due to the movement of the Chitral relief forces in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·88 pies against 2·90 pies in the previous year.

The coaching earnings per passenger train mile were R3·14 against R3·04.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	353,561	25,31,235	397,233	29,82,696	+43,672	+4,51,461
Military stores	947	14,652	1,938	23,038	+991	+8,386
Railway materials for construction (Home line only)	10,330	14,678	135,857	1,25,882	+125,527	+1,11,204
Coal and coke for the public and foreign railways	2,080	9,183	2,120	7,888	+40	—1,295
Coal and coke for construction (Home line only)	238	701	199	610	—39	—91
Coal and coke for revenue only	45,511	89,082	51,200	1,14,434	+5,689	+25,352
Revenue stores other than coal and coke	98,035	28,833	61,920	26,402	—36,115	—2,431
Live-stock	270	8 5.4	343	11,228	+73	+2,694
Rent, miscellaneous, etc.	...	—2,793	...	9,231	...	+12,024
TOTAL	510,972	26,94,105	650,810	33,01,409	+139,838	+6,07,304

The principal increases of the traffic under "General merchandise" were—

	Tons.	R
Grain and pulse	23,073	2,00,459
Oil-seeds	10,445	86,438

Grain and pulse.—The increase was chiefly in the traffic in jowar, bajra and other low priced food-grains from foreign railways *vid* Ujjain and Mánikpur to the districts served by the line where the demand was considerable on account of failure of crops.

Oil-seeds.—The increase was due to heavy despatches of rape, mustard and poppy seeds from and *vid* this railway to Bombay for export.

The average sum received for carrying a ton of goods one mile amounted to 6·76 pies against 7·10 pies in the previous year.

The goods earnings per goods train-mile were R3·94 against R3·80.

Working expenses.

The following table compares the working expenses of 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	6,85,108	13·69	6,53,840	11·20	—31,268	—2·49
Locomotive expenses	9,66,344	19·32	11,59,514	19·87	+1,93,170	+0·55
Carriage and wagon expenses	2,54,836	5·09	2,63,423	4·51	+8,587	—0·58
Traffic expenses	4,83,831	9·67	4,94,027	8·46	+10,196	—1·21
General charges	5,12,648	10·25	5,13,317	8·79	+669	—1·46
Special and miscellaneous expenditure	2,79,858	5·59	3,04,343	5·22	+24,485	—0·37
TOTAL	31,82,625	63·61	33,88,464	58·05	+2,05,839	—5·56

The increase in "Locomotive expenses" was mainly due to the use of a larger quantity of coal on account of the increase in the train-mileage, the use of Bengal coal in place of Umaria coal on mail trains and to the heavier repairs to boilers.

Godhra-Rutlam-Nágdá Railway (standard gauge).

6. The mean mileage worked during the year was 131·69 miles against 115·22 miles worked in the previous year. The increase was due to the opening of the section from Rutlam to Nágdá, 25·81 miles in length, on the 11th May 1896.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	115·22	264,004	11,02,393	6,28,460	4,73,933	57·01	184	3·05
1896	131·69	314,642	12,95,025	8,06,374	4,88,651	62·27	189	2·80
Increase or decrease	+16·47	+50,638	+1,92,632	+1,77,914	+14,718	+5·26	+5	—0·25
Percentage of increase	14·29	19·18	17·47	28·31	3·11	...	2·72	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase.
	₹	₹	₹
Coaching	1,61,287	2,00,824	39,537
Goods	9,43,314	10,89,544	1,46,230
Electric telegraph	1,353	2,389	1,036
Sundries	— 3,561	2,268	5,829
TOTAL	11,02,393	12,95,025	1,92,632

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	418	1,918	2,019	3608	2,214	3,278	257,418	1,36,069	262,069	1,44,873
1896	546	2,836	2,731	6,569	2,402	3,414	347,809	1,66,318	353,488	1,79,137
Increase	128	918	712	2,961	188	136	90,391	30,249	91,419	34,264

The increase in the passenger traffic is attributable to the development of the traffic in consequence of the opening of the extension of the line to Nágdá in May 1896.

The average sum received for carrying a passenger one mile amounted to 2·09 pies against 2·07 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·86 against ₹3·54.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	207,427	8,46,535	249,182	9,83,695	+14,755	+1,37,160
Military stores	503	5,265	356	3,192	—147	—2,073
Railway materials for construction (Home line only)	48,217	64,027	36,154	43,815	—12,063	—20,212
Coal and coke for the public and foreign railways	105	317	40	98	—65	—219
Coal and coke for construction (Home line only)	8,584	18,079	9,265	17,375	+681	—704
Coal and coke for revenue only	2,725	5,348	3,449	5,323	+724	—25
Revenue stores other than coal and coke	2,450	3,028	30,763	34,717	+28,313	+31,689
Live-stock	51	204	72	495	+21	+291
Rents, miscellaneous, etc.	...	511	...	834	...	+323
TOTAL	270,062	9,43,314	329,281	10,89,544	+59,219	+1,46,230

The noticeable increase under "General merchandise" occurred in grain and pulse, 34,238 tons and ₹1,11,751.

The average sum received for carrying a ton of goods one mile amounted to 8·01 pies against 7·89 pies in the previous year.

The goods earnings per goods train-mile were ₹4·46 against ₹4·32.

Working expenses.

The following table compares the working expenses with those of the previous year:

	Previous year.		1896.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,15,298	10·46	1,98,182	15·30	82,884	+4·84
Locomotive expenses	3,35,757	30·46	3,87,844	29·95	52,087	—0·51
Carriage and wagon expenses	38,832	3·52	53,572	4·14	14,740	+0·62
Traffic expenses	81,889	7·43	90,524	6·99	8,635	—0·44
General charges	54,542	4·95	69,136	5·34	14,594	+0·39
Special and miscellaneous expenditure	2,142	0·19	7,116	0·55	4,974	+0·36
TOTAL	6,28,460	57·01	8,06,374	62·27	1,77,914	+5·26

The increase under "Maintenance of way, works and stations" was due to the heavy expenditure on ballast. The increase under the remaining abstracts was mainly due to the working of the additional length opened during the year. The line is worked by the Bombay, Baroda and Central India railway as a part of the Rajputana-Malwa railway at actual cost with a proportionate share of the general superintendence and joint expenditure.

North Western State Railway system (standard gauge).

7. The open mileage of the railway system was as follows:

	Miles.
Commercial section—(Main line and branches) . . .	2,036·33*
Military section (Sind-Pishin and Sind-Ságar railways, including the Khusálgarh branch)	854·22
TOTAL .	2,890·55

The mileage of the commercial section includes 107·94 miles of the Rájpura-Bhátinda railway, 58·91 miles of the Hyderabad-Shadipalli railway worked by, and 15·92 miles of the Jammu and Kashmir railway (Native state station) leased to, the North Western State railway.

The mean mileage worked during the year was 2,740·52† miles against 2,636·47† miles worked in the previous year. The increase was principally due to the opening of the Kotri-Rohri railway.

General results. The following table compares the general results of the year's working for the entire system with those of the previous year:

	Mean mileage worked.†	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earnings on total capital outlay‡, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	2,636·47	9,675,974	3,67,05,422	1,96,00,048	1,71,05,374	53·40	268	3·90
1896 . .	2,740·52	8,443,508	3,06,27,078	1,81,95,950	1,24,31,128	59·41	214	2·61
Increase or decrease .	+104·05	−1,232,466	−60,78,344	−14,04,098	−46,74,246	+6·01	−54	−1·29
Percentage of increase or decrease .	+3·95	−12·74	−16.56	−7·16	−27·33	...	−20·15	....

The figures relating to the three sections, *viz.*, the main line and branches, the Sind-Ságar and Khusálgarh branches, and the Sind-Pishin section, for 1895 and 1896, are given below:

	COMMERCIAL SECTION.		MILITARY SECTION.				TOTAL.	
	Main line and branches.		Sind-Ságar and Khusálgarh branches.		Sind-Pishin section.			
	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	₹	₹	₹	₹	₹	₹	₹	₹
Gross earnings	3,34,01,330	2,72,99,805	18,00,250	18,51,620	15,03,842	14,75,653	3,67,05,422	3,06,27,078
Working expenses .	1,57,62,736	1,49,43,026	14,30,967	13,26,310	24,06,345	19,26,614	1,96,00,048	1,81,95,950
Net earnings .	1,76,38,594	1,23,56,779	3,69,283	5,25,310	−9,02,503	−4,50,961	1,71,05,374	1,24,31,128

* Including 6·13 miles (Meean Meer Chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

† Including 13 miles of the East Indian railway from Gháziabad to Delhi worked over.

‡ Rupees 43,81,96,715 for 1895 and R47,65,83,651 for 1896. For details of the capital outlay to the 31st December 1896, see Chapter II.

The gross earnings of the commercial section were R61,01,525 less, due chiefly, it is stated, to the slack traffic in general merchandise in consequence of the failure of crops. The working expenses were less by R8,19,710, and the net earnings showed a decrease of R52,81,815, and yielded a return of 3·70 per cent. per annum on the total capital outlay including suspense.

The gross earnings of the Sind-Ságar and Khusálgarh branches were R51,370 more, and as the working expenses were R1,04,657 less, the net earnings realised from the working of the branches amounted to R5,25,310, against R3,69,283 in the previous year, and yielded a return of 1·52 per cent. on capital outlay on final heads, against 1·07 per cent. in 1895.

The Sind-Pishin section continued to be worked at a loss. The gross earnings were less by R28,189, but as the working expenses were also less by R4,79,731, the net loss on working during 1896 amounted to R4,50,961, against a loss of R9,02,503 in the previous year.

The following table compares the gross earnings of the entire system under main heads with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	1,20,06,626	1,14,46,387	—5,60,239
Goods	2,38,50,060	1,84,31,259	—54,18,801
Electric telegraph	88 557	90,638	+2,081
Steam-boat	74,442	62,697	—11,745
Sundries	6,85,737	5,96,097	—89,640
TOTAL	3,67,05,422	3,06,27,078	—60,78,344

The following table compares certain results of the year's working with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Average number of trains over the whole line daily in both directions.	PER TRAIN-MILE. Gross earnings.	Working expenses.	Net earnings.	Average number of passengers in a passenger train.	Average weight of goods in a goods train.
	Miles.	Miles.	No.	R	R	R	No.	Tons.
Previous year	2,636·47	9,675,974	10·05	3·80	2·03	1·77	210·82	143·39
1896	2,740·52	8,443,508	8·44	3·63	2·16	1·47	214·83	130·84
Increase or decrease	+104·05	—1,232,466	—1·61	—0·17	+0·13	—0·30	+4·01	—12·55

Coaching.—The number of passengers of the various classes carried on the entire system, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	53,024	3,50,801	160,333	4,25,765	865,356	8,29,484	13,686,033	81,72,840	14,764,746	97,78,890
1896	51,473	3,54,591	158,365	4,41,955	1,001,478	9,69,457	14,173,865	83,71,834	15,385,181	1,01,37,837
Increase or decrease	—1,551	+3,790	—1,968	+16,190	+136,122	+1,39,973	+487,832	+1,98,994	+620,435	+3,58,947

* Including 13 miles of the East India railway from Ghaziabad to Delhi worked over.

The improvement was mainly due, it is stated, to the opening of the Wazirabad-Lyallpur and the Kotri-Rohri railways, to the conveyance of labour for the Southern Punjab railway, and to the reduction of the intermediate class fare from 4 to 3 pies per mile.

The average sum received for carrying a passenger one mile amounted to 2·44 pies against 2·43 pies in the previous year.

The coaching earnings per passenger train-mile were R3·08 against R3·28.

The other items of coaching traffic are compared in the following table :

	Military baggage, horses, carriages, etc.	Passengers' luggage.	Carriages, horses, dogs, etc.	Parcels.	Special trains.
	R	R	R	R	R
Previous year	9,35,248	2,15,692	1,87,347	6,90,144	22,862
1896	1,90,326	2,15,539	1,85,252	5,35,267	22,238
Decrease	7,44,922	153	2,095	1,54,877	624

The decreases under "Military baggage, horses, carriages, etc.," and "Parcels" are ascribed to the heavy earnings in 1895 on account of the Chitral expedition.

Goods.—The following is a summary of the tonnage of goods lifted on the entire system and the earnings therefrom as compared with those of the previous year :

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise . .	2,665,162	2,02,61,433	2,169,026	1,60,35,064	—496,136	—42,26,369
Military stores . . .	48,570	9,09,927	25,016	4,54,480	—23,554	—4,55,447
Railway materials for construction (Home line only)	1,118,116	5,14,693	807,710	3,71,650	—310,406	—1,43,043
Coal and coke for the public and foreign railways .	22,123	55,756	32,511	1,09,259	+10,388	+53,503
Coal and coke for construction (Home line only) .	14,677	42,720	7,253	17,511	—7,424	—25,209
Coal and coke for revenue only	204,457	5,16,855	168,045	3,62,754	—36,412	—1,54,101
Revenue stores other than coal and coke . .	1,851,402	10,24,858	1,337,233	8,66,632	—514,169	—1,58,226
Live-stock . . .	8,323	4,11,768	3,028	83,386	—5,295	—3,28,382
Rents, miscellaneous, etc. .	...	1,12,055	...	1,30,932	...	+18,882
TOTAL .	5,932,830	2,38,50,065	4,549,822	1,84,31,668	—1,383,008	—54,18,397
Less—Outstandings irrecoverable . .	...	5	...	409	...	+404
NET TOTAL .	5,932,830	2,38,50,060	4,549,822	1,84,31,259	—1,383,008	—54,18,801

The noticeable fluctuations of traffic under "General merchandise" are shown below :

	Increase. Tons.	Increase. R
Cotton, raw	8,809	1,26,032
Metals	326	1,08,642
Railway plant and rolling-stock . . .	57,460	7,53,146
Stone and lime	...	1,85,517
Wool, raw	3,561	97,253
	Decrease.	Decrease.
Grain and pulse	509,811	48,12,720
Oil-seeds	50,219	2,79,194
Provisions	3,813	1,64,593
Stone and lime	8,032	...
Sugar	19,861	2,54,174

Cotton, raw.—The increase was chiefly in bookings to Kurrachee from Lahore, Kasur, Sukkur, minor stations between Meean Meer West and Mooltan, Okara, Mooltan and the Sind Ságar railway.

Metals.—The increase was chiefly in the heavy traffic in materials for the construction of the Southern Punjab railway from Kurrachee.

Railway plant and rolling-stock, etc.—The increase was due to the carriage of railway materials for the Kotri-Rohri, Southern Punjab, Mushkaf-Bolan and Mari-Attock railways.

Stone and lime.—The increase in the earnings was due to longer leads on stone carried for the Dera Ghazi Khan protection works.

Wool, raw.—The increase occurred mostly in the inwards traffic of Kurrachee, from Kill'h Abdulla, Quetta, the Bombay, Baroda and Central India railway, Lahore, Sind Ságar, Mooltan and Sukkur.

Grain and pulse.—The decrease occurred chiefly in wheat, and is due to the complete cessation of the export traffic from Sind and the Punjab to Europe, in consequence of the failure of crops.

Oil-seeds.—The decrease was due to the smaller bookings to Kurrachee and foreign line stations on account of the failure of crops.

Provisions.—The decrease occurred principally in dried fruits, and was mainly due to the outwards traffic of Kurrachee, Chaman, Kill'h Abdulla, Shikarpur and Peshawar, and in the inwards traffic of stations on the Hyderabad-Shadipalli railway, Kotri, Kurrachee, Shikarpur, Sukkur and Amritsar.

Sugar.—The decrease was chiefly in unrefined sugar, and was due to smaller outward bookings of Meerut and Muzaffarnagar.

The average sum received for carrying a ton of goods one mile amounted to 5·66 pies against 5·31 pies in the previous year.

The goods earnings per goods train-mile were R3·89 against R3·96.

Working expenses.

The following statement shows the working expenses of the railway system during 1896, as compared with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	59,61,266	16·24	59,76,606	19·51	+15,340	+3·27
Locomotive expenses	74,61,796	20·33	62,75,329	20·49	—11,86,467	+0·16
Carriage and wagon expenses	16,60,315	4·52	15,97,558	5·22	—62,757	+0·70
Traffic expenses	27,82,199	7·58	26,89,052	8·78	—93,147	+1·20
General charges	12,65,735	3·45	12,33,143	4·03	—32,592	+0·58
Steam-boat service	75,958	0·21	50,558	0·16	—25,400	—0·05
Special and miscellaneous expenditure	3,92,779	1·07	3,73,704	1·22	—19,075	+0·15
Total	1,96,00,048	53·40	1,81,95,950	59·41	—14,04,098	+6·01

The decrease in "Locomotive expenses" was chiefly due to less consumption of fuel and to the smaller expenditure on the maintenance and renewals of machinery and plant.

Oudh and Rohilkhand State Railway (standard gauge).

8. The open mileage at the close of the year was 83·15, including 17·78 miles of metre-gauge line from Bara Banki to Daliganj on the Cawnpore-Lucknow-Gogra metre-gauge connection. A third rail laid inside the broad-gauge track between Bara Banki and Burhwal (16·79 miles) connects the metre-gauge section with the Bengal and North-Western railway system at the latter station.

The mean mileage worked during the year 1896 was 799·36 miles against 797·18 miles in the previous year. The increase was due to the opening of the following lengths of lines:

Bara Banki to Daliganj on the 24th November 1896, 17·78 miles (metre gauge).
Najíbabad to Kotdwára on the 24th December 1896, 15·19 miles (standard gauge).

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	797·18	2,981,749	1,02,94,879	50,38,933	52,55,946	48·95	248	5·01
1896 . . .	799·36	2,439,227	86,97,076	43,46,169	43,50,907	49·97	209	*4·11
Increase or decrease	+2·18	—542,522	—15,97,803	—6,92,764	—9,05,039	+1·02	—39	—0·90
Percentage of increase or decrease . .	+0·27	—18·19	—15·52	—13·75	—17·22	...	—15·73	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	40,37,093	37,75,106	—2,61,987
Goods	60,58,237	45,50,297	—15,07,940
Electric telegraph	26,977	27,763	+786
Sundries	1,72,572	3,43,910	+1,71,338
TOTAL .	1,02,94,879	86,97,076	—15,97,803

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	22,629	1,17,253	71,340	1,53,472	138,111	1,33,553	5,739,961	32,42,232	5,972,041	36,46,510
1896 . . .	22,977	1,18,054	68,372	1,56,248	142,088	1,37,822	5,282,117	30,22,571	5,515,554	34,34,695
Increase or decrease .	+348	+801	—2,968	+2,776	+3,977	+4,269	—457,844	—2,19,661	—456,487	—2,11,815

* Calculated on the Capital outlay including the Cawnpore-Burhwal line; excluding it the percentage works out to 4·14.

The second class traffic shows a decrease in numbers, but an almost corresponding increase in amount. The former was due to a falling off in the number of short distance passengers, and the latter is ascribed partly to the concessions made during the local race meeting in February, and partly to increased receipts from reserved accommodation supplied to marriage parties in the first-half of the year. The improvement under intermediate class is believed to be due to the steadily growing demand for this class of accommodation. The third class traffic shows a large falling off, both in the numbers and earnings which occurred almost entirely in the second-half of the year. This unfavourable result is ascribed to the famine and the general distress which has prevailed, resulting in considerably smaller gatherings at the various sacred bathing places on the occasion of the usual *melas*. Trade was also dull owing to the same causes, and the journeys connected with business were consequently fewer.

Under "Other coaching traffic" there was a decrease of ₹50,173, due mainly to more restricted movement of troops and to the abnormal receipts under "Military baggage, Military carriages, horses, dogs, etc.," during the second-half of 1895, on account of the Chitral expedition.

The average sum received for carrying a passenger one mile amounted to 2·67 pies against 2·66 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·45 against ₹3·55.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	1,108,863	53,47,458	977,185	40,54,790	—131,678	—12,92,668
Military stores	3,004	38,758	3,526	39,879	+522	+1,121
Railway materials for construction (Home line only)	438,213	2,24,450	242,061	1,05,003	—196,152	—1,19,447
Coal and coke for the public and foreign railways	27,689	89,314	22,018	72,874	—5,671	—16,440
Coal and coke for construction (Home line only)	2,781	6,271	3,953	10,636	+1,172	+4,365
Coal and coke for revenue only	57,840	1,97,552	34,161	1,23,923	—23,679	—73,029
Revenue stores other than coal and coke	327,772	1,19,237	323,474	1,03,325	—4,298	—15,912
Live-stock	408	12,223	424	20,725	+16	+8,502
Rents, miscellaneous, etc.	...	22,974	...	19,147	...	—3,827
TOTAL	1,966,570	60,58,237	1,606,802	45,50,302	—359,768	—15,07,935
Less—Outstanding irrecoverable	...	...	...	4	...	—4
NET TOTAL	1,966,570	60,58,237	1,606,802	45,50,298	—339,768	—15,07,939

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Decrease. Tons.	Decrease. ₹
Grain and pulse	129,776	12,85,382
Hides and skins	4,673	30,694
Jute	1,930	21,922
Metals	3,141	18,782
Oils	2,378	19,405
Oil seeds	...	22,980
Salt	4,815	25,490
	Increase.	Increase.
Oil-seeds	7,484	...
Sugar	40,834	1,54,686

Grain and pulse.—The decrease was due chiefly to the cessation of the import traffic from the Punjab, which continued well into the first-half of the previous year, owing to the floods in the districts served by the railway in 1894 having caused a partial failure of the crops and restricted the area cultivated. Although the spring crops in these provinces were comparatively poor, owing to the early cessation of the previous monsoon and the failure of the usual winter rains, the Punjab and other provinces also suffered from the same causes, and with an absence of demand owing to high prices, the export traffic was light. In the second-half of the year owing to a very deficient rainy season, the *kharif* crop in large tracts proved a complete failure, while in others it was much below the average yield, with the result that the traffic which offered was very limited. The imports, too, were comparatively small, as the scarcity which prevailed during the year was wide-spread.

Sugar.—This commodity records a satisfactory increase which was obtained in the first-half of the year, the traffic in the second-half showing a decrease. The almost total destruction of the sugarcane crops of 1894 resulted in a very moderate traffic in sugar in the first-half of 1895, but the crop of 1895 having been equal to the average, the increased exports in the first-half of 1896 are easily accounted for.

The decrease under "Railway materials for construction" was chiefly due to the running of fewer ballast trains for construction purposes, and to the carriage of smaller quantities of materials for the Cawnpore-Lucknow-Gogra line owing to works approaching completion.

The decrease under "Coal and coke for revenue only" was due to smaller consumption consequent on the reduced train-mileage run.

The average sum received for carrying a ton of goods one mile amounted to 5·98 pies against 5·39 pies in the previous year.

The goods earnings per goods train-mile were ₹3·38 against ₹3·29.

Working expenses.

The following table shows the working expenses of the railway system during the year 1896 as compared with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expences on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations .	16,83,929	16·36	12,88,795	14·82	—3,95,134	—1·54
Locomotive expenses .	13,32,595	12·94	10,98,407	12·63	—2,34,188	—0·31
Carriage and wagon expenses . .	6,54,496	6·36	6,60,109	7·59	+5,613	+1·23
Traffic expenses .	8,01,758	7·79	7,64,627	8·79	—37,131	+1·00
General charges .	4,18,742	4·07	4,28,683	4·93	+9,941	+0·86
Special and miscellaneous expenditure .	1,47,413	1·43	1,05,548	1·21	—41,865	—0·22
TOTAL .	50,38,933	48·95	43,46,169	49·97	—6,92,764	+1·02

The decrease under "Maintenance of way, works and stations" was chiefly due to less extensive renewals of rails and to a considerable expenditure in the previous year on renewing and strengthening 30-foot girders, on repairs of the breach at the Gurrah river and on the Ramgunga protection works, while during the year under review, the expenditure, with the exception of girder renewals which was light, has been practically limited to ordinary repairs.

The decrease under "Locomotive expenses" was generally due to the lighter traffic, and consequent reduction in the mileage run.

The decrease under "Traffic expenses" was chiefly due to a refund by the East Indian railway on account of joint station charges of Moghal Sarai and Aligarh junction stations, as also to reductions effected with a lighter traffic.

The decrease under "Special and miscellaneous expenditure" was specially due to smaller payments for mileage and demurrage of foreign stock, the result of a lighter inward traffic.

Eastern Bengal State Railway system (standard, metre and special gauges).

The railway system consists of—

	Miles.	Miles.
Eastern Bengal railway—		
Eastern and Southern sections (*standard gauge*)	250·00	
Northern, Behar, and Barsoi-Kissengunge sections (*metre gauge*)	441·44	
Dacca section (*metre gauge*)	85·92	
Kaunia-Dharlla branch (2′ 6″ *gauge*)	37·03	
		814·39
Bengal Central railway* (*standard gauge*)		125·01
		939·40

The mean mileage worked during the year 1896 was 939·15 miles against 938·23 miles in the previous year. The small increase was due to the additions and alterations to the main line in the Rajbari district, and extension of the main line at Goalundo ghât.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	938·23	3,721,483	1,54,57,130	60,83,847	93,73,283	39·36	304	7·96
1896 . .	939·15	3,860,974	1,60,14,937	66,65,919	93,49,018	41·62	317	7·72
Increase or decrease .	+0·92	+139,491	+5,57,807	+5,82,072	—24,265	+2·26	+13	—0·24
Percentage of increase or decrease	+0·10	+3·75	+3·61	+9·57	—0·26	...	+4·28	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	56,63,402	58,21,199	+1,57,797
Goods	88,32,718	93,10,060	+4,77,342
Electric telegraph	40,144	40,451	+307
Steam-boat	6,31,124	5,13,330	—1,17,794
Sundries	2,89,742	3,29,897	+40,155
TOTAL .	1,54,57,130	1,60,14,937	+5,57,807

* Worked by the Eastern Bengal State railway.

Coaching.—The number of passengers of the various classes carried, including troops and police, and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Prveious year.	49,503	1,78,782	175,616	2,13,315	999,941	5,10,905	10,941,039	41,81,484	12,166,099	50,84,486
1896 . .	52,026	1,89,058	176,461	2,25,984	1,061,956	5,47,467	11,424,112	42,97,563	12,714,555	52,60,072
Increase .	2,523	10,276	845	12,669	62,015	36,562	483,073	1,16,079	548,456	1,75,586

The improvement under all classes, both in the numbers carried and in the earnings, was due to a general development of the passenger traffic.

There was a decrease of R23,735 under "Parcels," due to a falling off in the fish traffic, and an increase under "Passengers' luggage," attributable to a general improvement in the passenger traffic.

The average sum received for carrying a passenger one mile amounted to 2·73 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were R3·15 against R3·16 in the previous year:

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons	R.
General merchandise . . .	1,372,978	83,86,495	1,519,128	88,17,659	+146,150	+4,31,164
Military stores	389	972	444	2,675	+55	+1,703
Railway materials for construction (Home line only)	32,016	39,685	71,272	89,760	+39,256	+50,075
Coal and coke for the public and foreign railways	345,707	1,89,209	162,436	1,85,881	—183,271	—3,328
Coal and coke for revenue only .	79,033	82,160	107,341	94,896	+28,308	+12,736
Revenue stores other than coal and coke	68,284	81,912	80,551	73,474	+12,267	—8,438
Live-stock	544	3,644	112	2,124	—432	—1,520
Rents, miscellaneous, etc. . .	...	48,641	...	43,591	...	—5,050
Total .	1,898,951	88,32,718	1,941,284	93,10,060	+42,333	+4,77,342

The noticeable fluctuations of traffic under "General merchandise" on the Eastern Bengal State railway proper are noted below:

	Increase. Tons.	Increase. R
Rice in the husk	67,920	2,69,657
Rice not in the husk	48,113	2,19,115
Gram and pulse	33,143	97,634
Rape and mustard	10,953	55,981
Tea	3,527	66,177
Tobacco, unmanufactured	3,694	42,243
	Decrease.	Decrease.
Jute, raw	25,029	3,16,814

The above variations were principally due to the following causes:

Rice in the husk.—The increase was chiefly due to large despatches from

Chitpore, East Indian railway, *vid* Naihâti, Port Trust railway, and stations on the Northern and Behar sections to the districts of Nuddia, Faridpore, etc., in order to meet a heavy demand on account of deficient crops.

Rice not in the husk.—The increase was chiefly due to large imports of rice into the districts of Bengal chiefly Nuddia, Faridpore, Dacca, Jalpaiguri and Assam on account of the famine.

Gram and pulse.—The increase was chiefly due to larger consignments from stations on the Eastern Bengal State and Bengal Central railways to the Port Trust railway and Calcutta market.

Rape and mustard.—The increase under this head was due to heavy consignments from Goalundo and other Eastern districts to the Calcutta market, in consequence of a favourable crop.

Tea.—The increase is ascribed to the improvement in the tea traffic which developed steadily.

Tobacco unmanufactured.—The increase was principally due to larger bookings from stations on the Northern and Behar sections to the Calcutta market and up-country *vid* Mánihari Ghât, on account of a good crop and of a greater demand in the market than in the previous year.

Jute, raw.—The decrease was chiefly attributable to less despatches from the stations on the Eastern Bengal State railway system to Calcutta, owing to the dull state of the market and to the merchants and shippers having held back their stocks.

The chief fluctuations under "General merchandise" on the Bengal Central railway were:

	Increase. Tons.	Increase. R
Jute	4,211	4,712
Salt	2,926	6,474
Sugar	1,675	5,452
	Decrease. Tons.	**Decrease. R**
Grain and pulse	10,106	16,336
Spices	6,803	18,966

The above variations were principally due to the following causes:

Jute.—The increase was due to heavy despatches from Bongong, Benapol, Jhikargacha, Singia, Nowapára and Khoolna to the Calcutta market and to the jute mills of Shamnagar and Kankinára, and also to the temporary diversion of the Dacca-Narayanganj service *vid* Khoolna owing to the block of traffic at Goalundo.

Salt.—The increase was chiefly due to heavy despatches from Howrah, Chitpore and Kidderpore Dock to Bongong, Jhikargacha and Khoolna.

Sugar.—The increase was the result of a better production of this commodity at Gobardanga and Jhikargacha this year than in the previous year.

Grain and pulse.—The decrease was chiefly due to less exports of rice, both husked and unhusked, from Singia, Khoolna and Bengal Central Flotilla *vid* Khoolna to Calcutta, and from Bongong, Navarun, Nowapára and Khoolna to stations on the Eastern section *vid* Ranaghat.

Spices.—The decrease under this head is attributed to less exports of betel-nuts from Khoolna and Bengal Central Flotilla *vid* Khoolna to the Calcutta market.

The average sum received for carrying a ton of goods one mile amounted to 8·61 pies against 9·03 pies in the previous year.

The goods earnings per goods train-mile were R4·62 against R4·57 in the previous year.

The following table shows the working expenses of the railway system during 1896 as compared with the previous year:

Working expenses.

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works, and stations	13,22,557	8·56	14,22,019	8·88	+99,462	+0·32
Locomotive expenses	14,19,768	9·19	15,65,251	9·77	+1,45,483	+0·58
Carriage and wagon expenses	5,16,200	3·34	5,74,670	3·59	+58,470	+0·25
Traffic expenses	14,11,954	9·13	14,87,620	9·29	+75,666	+0·16
General charges	6,61,018	4·28	6,71,962	4·19	+10,944	—0·09
Steam-boat service	5,26,119	3·40	4,08,134	2·55	—1,17,985	—0·85
Special and miscellaneous expenditure	2,26,231	1·46	5,36,263	3·35	+3,10,032	+1·89
TOTAL	60,83,847	39·36	66,65,919	41·62	+5,82,072	+2·26

The increase under "Maintenance of way, works, and stations" was chiefly due to heavier renewals especially of Denham-Olphert sleepers.

The increase under "Locomotive" expenses was principally due to enhanced price of coal, to the carriage of a larger quantity of coal, especially for the metre gauge section, and to heavier repairs.

The increase under "Carriage and wagon expenses" was due to heavier repairs and renewals of goods vehicles.

The increase under "Traffic expenses" was mainly due to the opening of new stations, to the handling of larger quantities of goods, and to the consumption of more stationery and printed forms owing to increased traffic.

The increase under "Special and miscellaneous expenditure" was mainly due to the hire, on account of the heavy traffic, of a large number of wagons and timber trucks from the Bengal-Nágpur, Oudh and Rohilkhand, and East Indian railways.

The decrease under "Steam-boat service" is attributed to the transfer of the working of the Goalundo-Narayanganj Flotilla service to the India General Steam Navigation Company from the 1st July 1895.

The principal alterations in coaching fares on the Bengal Central railway and in goods rates on the Eastern Bengal State railway will be found noted on pages 167 and 168, Part I, of the Administration report.

Rates and fares.

Calcutta Port Commissioners' Railway (standard gauge).

10. The open mileage of the railway was the same as in the previous year as shown below:

	Miles.
(*a*) Railway from Cossipore to Kidderpore docks	6·22
(*b*) Shalimar branch line from Telkul Ghât Road to Bhurpara Khal at Shalimar	2·31
TOTAL	8·53

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	8·53	...	3,87,560	2,10,421	1,77,139	54·29	874	2·72
1896 . .	8·53	...	441,434	2,22,170	2,19,264	50·33	995	3·19
Increase or decrease .	...	...	+53,874	+11,749	+42,125	—3·96	+121	+0·47
Percentage of increase .	...	...	+13·90	+5·58	+23·78	...	+13·84	...

Gross earnings.

There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Goods	3,41,045	4,00,640	+59,595
Sundries	46,515	40,794	—5,721
TOTAL .	3,87,560	4,41,434	+53,874

Working expenses.

The following table compares the working expenses of the railway during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	21,434	5·53	23,987	5·43	+2,553	—0·10
Locomotive expenses . .	30,074	7·76	43,668	9·89	+13,594	+2·13
Carriage and wagon expenses .	12,837	3·31	18,086	4·10	+5,249	+0·79
Traffic expenses . . .	1,15,957	29·92	1,13,206	25·65	—2,751	—4·27
General charges . . .	21,734	5·61	15,087	3·42	—6,647	—2·19
Special and miscellaneous expenditure	8,385	2·16	8,136	1·84	—249	—0·32
TOTAL .	2,10,421	54·29	2,22,170	50·33	+11,749	—3·96

The increase under "Maintenance of way, works and stations" was on account of heavier expenditure incurred under "New minor works."

The increase in the "Locomotive expenses" was partly due to increased consumption of coal for the new locomotives as well as on account of an adjustment during the year under review of the cost of coal used in 1895, and also to heavy expenditure due to the thorough overhauling of several locomotives.

The increase in the "Carriage and wagon expenses" was on account of heavier repairs of goods vechicles.

* No record of train-mileage is kept.

The decrease under "Traffic expenses" was chiefly due to the debit in 1895 of a portion of handling charges of the previous year.

The decrease under "General charges" was due to the payment of less rent for a building for storing jute and to the advance payments made for the insurance of godowns for two years up to July 1897, so that no payments were made in 1896.

East Coast State Railway (standard gauge).

11. The open mileage of the several sections were as follows:

	Miles.
Tadêpalli to Bezwada (metre gauge line)	2·99
Bezwada station to distant signal of the Bezwada extension	0·39
Bezwada to the south bank of the Gódávari	88·69
Gódávari north to Khurda Road	384·49
Khurda Road to Bhubaneshwar	11·87
Samalkot junction to Cocanada port (Cocanada branch)	9·93
Waltair to Vizagapatam including wharf and swamp lines	5·14
	503·50

The mean mileage worked during the year 1896 was 483·87* miles against 395·88* miles in the previous year. The increase was due to the opening of the following lengths of lines:

	Miles.
Palasa to Berhampore-Ganjam, on the 1st April 1895	46·12
Berhampore-Ganjam to Rambha on the 1st September 1895	29·50
Rambha to Khurda Road on the 1st March 1896	61·75
Khurda Road to Bhubaneshwar on the 20th July 1896	11·87

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	395·88	721,516	19,04,250	15,75,066	3,29,184	82·71	90	0·70
1896	483·87	893,111	24,05,423	18,75,718	5,29,705	77·98	94	0·97
Increase or decrease	+87·99	+171,595	+5,01,173	+3,00,652	+2,00,521	−4·73	+4	+0·27
Percentage of increase	22·23	23·78	26·32	19·09	60·91	...	4·44	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase.
	₹	₹	₹
Coaching	10,53,485	13,04,361	2,50,876
Goods	7,68,063	10,01,400	2,33,337
Electric telegraph	9,018	11,731	2,713
Steam-boat	42,987	43,613	626
Sundries	30,697	44,318	13,621
TOTAL	19,04,250	24,05,423	5,01,173

* Excluding 2·99 miles of metre gauge line.

Coaching.—The number of passengers of the various classes carried, including troops and police, and season tickets and the earnings therefrom, compare as follows:—

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	3,518	20,106	15,236	30,428	...	...	2,421,029	9,41,821	2,439,783	9,92,355
1896	3,796	23,144	21,341	33,821	1,584	2,233	2,752,491	11,60,453	2,779,212	12,19,651
Increase	278	3,038	6,105	3,393	1,584	2,233	331,462	2,18,632	339,429	2,27,296

The improvement under all classes of passenger traffic is ascribed generally to the increase in the mean mileage worked and to the ordinary development of traffic.

The average sum received for carrying a passenger one mile amounted to 2·08 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹3·67 against ₹3·65.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:—

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	179,906	3,67,018	291,876	5,85,921	+111,970	+2,18,903
Military stores	2	30	4	58	+2	+28
Railway materials for construction (Home line only)	200,063	2,47,472	128,990	1,65,288	—71,073	—82,184
Coal and coke for the public and foreign railways	15,536	33,853	8,660	12,903	—6,876	—20,950
Coal and coke for construction (Home line only)	1,231	2,063	1,017	2,135	—214	+72
Coal and coke for revenue only	26,896	42,919	28,412	64,143	+1,516	+21,224
Revenue stores other than coal and coke	60,946	53,553	130,105	1,54,542	+69,159	+1,00,989
Live-stock	2	51	9	119	+7	+68
Rents, miscellaneous, etc.	...	21,104	...	16,291	...	—4,813
Total	484,582	7,68,063	589,073	10,01,400	+104,491	+2,33,337

The principal increases in the traffic in "General merchandise" are noted below:—

	Increase. Tons.	Increase. ₹
Grain and pulse	42,946	99,793
Metals	30,762	35,570
Railway plant and rolling stock	8,691	23,494
Salt	7,613	14,131

Grain and pulse.—The increase was due, it is said, to the special adjustments of rates and to facilities afforded in conjunction with steamer companies for export by sea.

Metals.—The increase was principally due to increased bookings of Manganese ore for shipment to England.

Railway plant, etc.—The increase was due to the carriage of material from Cocanada to Bezwada for the Bezwada-Madras railway.

Salt.—The increase was due to the diversion to the railway from boats and carts by the quotation of reduced rates to Khurda, Bhubaneshwar and Cuttack from Nowpada, Hamma and Ichapur.

The average sum received for carrying a ton of goods one mile amounted to 3·37 pies against 3·09 pies in the previous year.

The goods earnings per goods train-mile were ₹1·86 against ₹1·77.

Working expenses. The following table shows the working expenses of the railway during the year 1896 as compared with the previous year:

	Previous year,		1896.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	3,56,750	18·73	4,82,482	20·06	1,25,732	+1·33
Locomotive expenses	6,05,294	31·79	6,58,053	27·36	52,759	−4·43
Carriage and wagon expenses	69,597	3·65	75,503	3·14	5,906	−0·51
Traffic expenses	2,43,794	12·80	2,97,938	12·39	54,144	−0·41
General charges	1,63,159	8·58	2,09,331	8·70	46,172	+0·12
Steam-boat service	1,11,219	5·84	1,21,817	5·06	10,598	−0·78
Special and miscellaneous expenditure	25,253	1·32	30,594	1·27	5,341	−0·05
Total	15,75,066	82·71	18,75,718	77·98	3,00,652	−4·73

The increase under "Maintenance of way, works and stations" was chiefly due to the additional mileage opened for traffic, to the repairs of the damage caused by floods in 1895, and to the debit to revenue of ballast train charges which in the previous years were debited to capital.

The increase in the "Locomotive expenses" was due to the additional establishment entertained owing to the extra mileage opened.

The increase in the "Traffic expenses" was mainly due to the extra mileage open and the consequent entertainment of additional staff and larger issue of stores.

The increase under "General charges" was principally due to the proportionate share of establishment charges debitable to capital having been reduced in consequence of the ratio of capital outlay to revenue receipts and expenditure having been less than in the previous year.

The increase under "Steam-boat service" was due to the improvement in the traffic over the ferry.

Great Indian Peninsula Railway system (standard gauge).

12. The open mileages of the several sections were as follows:

	Miles.
Great Indian Peninsula railway	1,288·00
Wardha Coal railway *	44·88
Dhond-Manmád railway *	145·44
Khámgaon railway *	7·55
Amraoti railway *	5·44
	1,491·31

The mean mileage worked during the year 1896 was 1,490·35 miles against 1,490·23 miles in the previous year. The increase of 0·12 mile was due to the opening of the extension of the Mohpáni branch to Gotitoria on the 22nd November 1896.

* Leased lines.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	1,490·23	8,752,066	3,37,90,193	1,85,02,883	1,52,87,310	54·76	436	5·15
1896 . .	1,490·35	9,000,933	3,44,19,629	1,84,80,459	1,59,39,170	53·69	444	5·38
Increase or decrease .	+0·12	+248,867	+6,29,436	—22,424	+6,51,860	—1·07	+8	+0·23
Percentage of increase or decrease .	+0·01	+2·84	+1·86	—0·12	+4·26	...	+1·83	...

Surplus profits.

The divisible surplus profits of the first-half of 1896 at the date of the submission of the accounts amounted to ₹43,02,384 as against ₹32,37,282 in the first-half of the previous year, an increase of ₹10,65,102. There were no surplus profits in the second-half of 1896, the net earnings, amounting to ₹45,56,187, having fallen short of the guaranteed interest by ₹19,79,396.

After deducting from the net earnings of the year, the Company's moiety of surplus profits, charges for guaranteed interest, and contribution to the Provident Fund, as well as outstandings for the first half-year, the net results showed a gain to the Government for the year of ₹1,71,796 as against a loss of ₹31,556 in 1895—an improvement of ₹2,03,352.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	97,99,476	96,19,496	—1,79,980
Goods	2,36,07,088	2,43,89,684	+7,82,596
Electric telegraph	75,216	81,485	+6,269
Sundries	3,08,413	3,28,964	+20,551
TOTAL .	3,37,90,193	3,44,19,629	+6,29,436

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	97,599	4,79,369	681,598	7,46,068	539,812	9,74,971	13,481,398	59,48,792	14,800,407	81,49,200
1896 . .	100,008	5,19,165	764,640	8,05,395	429,090	7,77,407	16,145,075	59,56,158	17,438,813	80,58,125
Increase or decrease .	+2,409	+39,796	+83,042	+59,327	—110,722	—1,97,564	+2,663,677	+7,366	+2,638,406	—91,075

The decrease in the passenger traffic is owing to the large falling off in the earnings of the third class by mail trains, which was partly due to the attraction

* Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

of passengers to ordinary trains owing to the reduced fares and partly to the shorter average distance travelled. There was, however, an increase in both the number carried and the amount earned in the first and second class traffic, due partly to an increase in the overland mail passengers and partly to the ordinary development of traffic. The third class passengers by ordinary trains showed a large increase in the number carried, due chiefly to the reduction in the third class fares, the occurrence of the Shinhastha fair at Nasik and to the increased suburban traffic owing to the plague in Bombay.

There was an increase of R32,254 under "Passengers' luggage", due to the increase in the number of ordinary third class passengers; and decreases of R26,826 under "Carriages, horses, dogs, etc. (ordinary)," owing to a fall in the through traffic with foreign railways and of R61,748 under "Military baggage, carriages, horses, dogs, etc.," due chiefly to the conveyance of animals for transport service in connection with the Chitral expedition in 1895.

The average sum received for carrying a passenger one mile amounted to 2·26 pies against 2·70 pies in the previous year.

The coaching earnings per passenger train-mile were R2·44 against R2·52.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	1,714,327	2,15,61,847	1,856,418	2,22,93,132	+142,091	+7,31,285
Military stores	8,104	1,65,751	10,411	2,05,471	+2,307	+39,720
Railway materials for construction (Home line only)	31,060	33,655	26,832	30,267	—4,228	—3,388
Coal and coke for the public and foreign railways	1,22,956	3,78,300	170,627	6,00,984	+47,671	+2,22,684
Coal and coke for construction (Home line only)	206	872	66	345	—140	—527
Coal and coke for revenue only	175,858	4,98,445	182,050	3,80,376	+6,192	—1,18,069
Revenue stores other than coal and coke	382,485	7,67,850	380,255	6,53,970	—2,230	—1,13,880
Live-stock	9,096	1,67,447	10,072	1,87,000	+975	+19,553
Rents, miscellaneous, etc.	...	32,921	...	38,139	...	+5,218
TOTAL	2,444,092	2,36,07,088	2,636,730	2,43,89,684	+192,638	+7,82,596

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. R
Grain and pulse	34,824	1,98,727
Oil-seeds	62,493	7,43,481
Railway plant and rolling stock carried for the public and foreign railways	31,562	2,54,008
	Decrease.	Decrease.
Cotton, raw	885	2,48,915
Cotton, manufactured	1,009	81,897
Provisions	5,083	1,22,345

Grain and pulse.—The increase was chiefly under "Jawar and bajra", due, it is said, to the internal movement of traffic in this commodity on account of the scarcity in Central India and the North-Western Provinces, where supplies were received from Southern India.

Oil-seeds.—The increase under this head was chiefly in rape and mustard and linseed. In the former it was due to the supplies received from the East Indian and Indian Midland railways for export to European markets, and in the latter to the result of good crops in the districts served by this line.

Railway plant, etc.—The increase was due to the booking of large consignments of railway material *vid* Itársi for the Sauger-Katni extension of the Indian Midland railway.

Cotton, raw.—The decrease was due to an unusually heavy cotton traffic carried in the second half of 1895.

Cotton, manufactured.—The decrease under this head was principally due to the present state of adversity to which the rural population of Central India has been reduced by a succession of bad seasons.

Provisions.—The decrease was mainly in the traffic of dried fruits and nuts, owing to a general falling off in the demand for these articles on account of the famine.

Coal and coke.—The increase was due to the carriage of a larger quantity of Singareni coal for the public and foreign railways.

Revenue stores and coal.—The decrease in the earnings was mainly due to the reduction of the rate charged for these commodities.

The average sum received for carrying a ton of goods one mile amounted to 8·06 pies against 8·45 pies in the previous year.

The goods earnings per goods train-mile were R4·82 against R4·86.

Working expenses.

The following table shows the working expenses of the railway system during 1896 as compared with the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	45,58,115	13·49	47,44,622	13·78	+1,86,507	+0·29
Locomotive expenses	74,56,218	22·07	73,43,666	21·34	—1,12,552	—0·73
Carriage and wagon expenses	16,08,962	4·76	15,97,155	4·64	—11,807	—0·12
Traffic expenses	29,37,429	8·69	29,11,607	8·46	—25,813	—0·23
General charges	13,85,180	4·10	13,29,611	3·86	—55,569	—0·24
Special and miscellaneous expenditure	5,56,988	1·65	5,53,798	1·61	—3,196	—0·04
TOTAL	1,85,02,883	54·76	1,84,80,459	53·69	—22,424	—1·07

The increase under "Maintenance of way, works and stations" was chiefly due to heavier outlay incurred in restoring the Seena, Bori and Benisherur bridges on the south-east line damaged by the floods in 1895.

The decrease in the "Locomotive expenses" was due to a reduction in the ton-mileage rate for revenue stores, to an improvement in the exchange value of the rupee and to an alteration in the system of allocating these charges (loss by exchange) between departments.

The decrease in the "Traffic expenses" was chiefly due to the absence on furlough of the General Traffic Manager, his work being done by the Deputy in addition to his own, to the reduction of one traffic district and to a general reduction in both the station and train staff.

The decrease under "General charges" was due principally to a reduction in the staff of signallers and to the absence of the Telegraph Superintendent on furlough, as also to the saving effected on loss by exchange owing to an improvement in the sterling value of the rupee.

Rates and fares.

The chief alterations in the coaching fares and goods rates will be found noted on pages 167 and 168, Part I, of the Administration report.

Bombay, Baroda and Central India Railway (standard gauge).

13. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	460·90	2,610,893	1,75,53,067	66,16,004	1,09,37,063	37·69	732	10·87
1896	460·90	2,467,880	1,62,03,933	73,03,070	89,00,863	45·07	676	8·56
Increase or decrease	...	—143,013	—13,49,134	+6,87,066	—20,36,200	+7·38	—56	—2·31
Percentage of increase or decrease	...	—5·48	—7·69	+10·38	—18·62	+19·58	—7·65	—21·26

* Includes contribution to the Provident Fund.

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits in comparison with 1895 is shown in the following table:

	1895.		1896.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	73,82,003	36,48,851	60,89,526	28,98,200
Deduct—				
Guaranteed interest	23,27,816	23,27,816	23,27,816	23,61,782
Interest on overdrawn capital	...	6,192	47,506	7,501
Contribution to the Provident Fund	...	1,10,475	...	89,908
TOTAL	23,27,816	24,44,483	23,75,322	24,59,191
Balance surplus profits	50,52,426†	11,98,677‡	37,06,641§	4,36,313‖
Moiety payable to the Company	25,26,213	5,99,339	18,53,320	2,18,157
Add—				
Guaranteed interest	23,27,816	23,27,816	23,27,816	23,61,782
(*a*) Total payable to the Company	48,54,029	29,27,155	41,81,136	25,79,939
Percentage on total capital bearing interest, *viz.*, R9,91,50,545 for 1895 and R9,80,53,091 for the first-half of 1896 and R10,35,07,636 for the second half of 1896	4·90	2·95	4·26	2·49
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Ratlam Nágda railways (¼th surplus profits)	11,25,435	3,23,008	6,70,344	1,54,198
TOTAL PAYABLE TO THE COMPANY, (*a* + *b*)	59,79,464	32,50,163	48,51,480	27,34,137
Percentage on total capital bearing interest	6·08	3·28	4·95	2·64

Surplus profits.

The divisible surplus profits of the year amounted to R41,42,954 as against R62,51,104 in the previous year—a decrease of R21,08,150.

† Excluding R1,760 appertaining to previous periods.
‡ Excluding R5,690 appertaining to previous periods.
§ Excluding R7,563 appertaining to previous periods.
‖ Excluding R2,696 appertaining to previous periods.

After deducting from the net earnings of the year the Company's moiety of surplus profits, charges for guaranteed interest, contribution to the Provident Fund, interest on overdrawn capital and the adjustments on account of outstandings, the net result showed a gain to the State for the year of R20,71,477 as against a gain of R31,25,552 in the previous year—a decrease of R10,54,075.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	53,43,524	56,33,398	+2,89,874
Goods	1,19,18,571	1,01,87,587	−7,30,984
Electric telegraph	42,444	53,437	+5,993
Sundries	2,43,528	3,29,511	+85,983
TOTAL	1,75,53,067	1,62,03,933	−3,49,134

Coaching.—The number of passengers of the various classes carried, including troops and police, and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	129,993	1,46,278	1,134,824	3,91,917	541,609	8,26,541	14,248,038	33,10,859	16,054,464	46,75,595
1896	136,826	1,48,776	1,210,535	4,35,009	548,799	8,51,737	14,777,339	35,19,106	16,673,499	49,54,628
Increase	6,833	2,498	75,711	43,092	7,190	25,196	529,301	2,08,247	619,035	2,79,033

The increase in the third class passenger traffic was chiefly in the bookings between the stations from Colaba to Mahim and the stations from Bandra to Virar and beyond, due probably to the exodus from Bombay in consequence of the prevailing epidemic; and the increase under other classes, to the general development of traffic.

There were also increases of R5,056 and R7,463 under "Passengers' luggage" and "Parcels," respectively, due to the increased passenger traffic in the former, and to increased bookings from Charni Road, Grant Road, Surat and Baroda stations in the latter.

The average sum received for carrying a passenger one mile amounted to 2·63 pies, the same as in the previous year.

The coaching earnings per passenger train-mile averaged R4·21 against R4·12.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	1,326,241	1,06,61,477	1,203,389	90,83,601	−122,852	−15,77,87
Military stores	1,080	37,413	969	28,223	−111	−9,190
Railway materials for construction (Home line only)	77,617	83,452	142,415	1,50,437	+64,798	+66,985
Coal and coke for the public and foreign railways	73,510	4,32,136	52,571	2,97,389	−20,939	−1,34,747
Coal and coke for construction (Home line only)	1,073	1,912	1,136	2,439	+63	+527
Coal and coke for revenue only	83,565	2,13,976	89,412	1,79,289	+5,847	−34,687
Revenue stores other than coal and coke	79,564	92,131	76,965	89,382	−2,599	−2,749
Live-stock	19,480	3,87,334	17,608	3,46,802	−1,872	−40,532
Rents, miscellaneous, etc.	...	8,740	...	10,025	...	+1,285
TOTAL	1,662,130	1,19,18,571	1,584,465	1,01,87,587	−77,665	−17,30,984

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Decrease. Tons.	Decrease. ₹
Grain and pulse	98,464	7,72,687
Oil-seeds	49,065	4,55,856
Provisions	11,625	1,08,906
Sugar	2,802	65,593

Grain and pulse.—Of the decrease of ₹7,72,687, ₹3,53,185 was in wheat and ₹4,19,502 in other grains. The decrease in wheat was principally in the traffic received *vid* Sábarmati chiefly at Bombay, owing to the scarcity prevailing up-country and to a less demand for export, while the decrease in other grains was chiefly in the traffic carried locally, chiefly from stations on the Anand Godhra branch to Bombay and in the traffic received *vid* Sábarmati and Godhra chiefly at Bombay.

Oil-seeds.—The decrease under this head was chiefly in traffic received *vid* Sábarmati and Godhra at Bombay, due to the scarcity prevailing up-country and to a stagnation of trade consequent upon the drought throughout India.

Sugar.—The decrease was chiefly in the traffic forwarded *vid* Sábarmati and Godhra and in that exchanged with other foreign lines mostly *vid* Dádar Junction.

Provisions.—The decrease was due to ordinary fluctuations of traffic.

The average sum received for carrying a ton of goods one mile amounted to 8·09 pies against 7·75 pies in 1895.

The goods earnings per goods train-mile were ₹9·02 against ₹9·07.

Working expenses.

The following table shows the working expenses of the railway during 1896 as compared with the previous year:

	Previous year. Amount.	Previous year. Per cent. on gross earnings.	1896. Amount.	1896. Per cent. on gross earnings.	Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	₹		₹		₹	
Maintenance of way, works and stations	14,96,482	8·52	22,50,406	13·89	+7,53,924	+5·37
Locomotive expenses	26,74,051	15·23	26,62,585	16·43	—11,466	+1·20
Carriage and wagon expenses	5,80,837	3·31	5,85,805	3·62	+4,968	+0·31
Traffic expenses	9,81,255	5·59	9,99,263	6·17	+18,008	+0·58
General charges	5,55,914	3·17	5,65,705	3·49	+9,791	+0·32
Special and miscellaneous expenditure	3,27,465	1·87	2,39,306	1·47	—88,159	—0·40
TOTAL	66,16,004	37·69	73,03,070	45·07	+6,87,066	+7·38

The increase under "Maintenance of way, works and stations" was chiefly due to more extensive renewals of permanent-way material, to the payment of a higher rate for stone ballast, to the enhanced expenditure in connection with the replacement of Warren girders, to the larger issue of English stores for renewal purposes, to repairs to certain sections of the line damaged by heavy rains and to the opening of the Nágdá-Ujjain railway during the year under review.

The decrease in the "Locomotive expenses" was due to the conveyance of a much smaller quantity of coal and to a reduction in the running expenses owing to the falling off in the traffic of the line. The heavy decrease under "Carriage of revenue stores" was partly counterbalanced by an increase under "Maintenance and renewals of locomotive engines and machinery," owing to the execution of more numerous repairs and renewals of engines and boilers and to the enhanced cost of maintaining the machinery at Parel and at the oil mill at Sábarmati.

The increase under "Traffic expenses" was chiefly due to a debit under "Loss by exchange" against a credit in the previous year.

The decrease under "Special and miscellaneous expenditure" was due to heavy payments in 1895 for damages to consignments of grain and seeds, and to a debit for mileage and demurrage on foreign vehicles owing to the receipts on this account having fallen short of the charges, and to reduced payments to the Great Indian Peninsula railway during the period under review for toll on Carnac bridge traffic owing to a heavy falling off in grain and oil-seeds traffic into Bombay.

Madras Railway system (standard gauge).

14. The open mileages of the several sections were as follows:

	Miles.
Madras railway	839·22
Kolar Gold-fields railway*	10·00
Madras-Ennúr section (Bezwada-Madras railway)*	8·45
Total	857·67

The mean mileage worked during the year 1896 was 856·47 miles against 849·22 miles in the previous year. The increase was due to the opening of the Madras-Ennúr section of the Bezwada-Madras railway, 8·45 miles, on the 22nd February 1896.

The following table compares the general results of the year's working with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses. ‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	849·22	2,569,498	1,13,61,360†	54,16,250‡	59,45,110	47·67	257	4·89
1896	856·47	2,544,645	1,10,96,897	56,38,124	54,58,773	50·81	249	4·46
Increase or decrease	+7·25	—24,853	—2,64,463	+2,21,874	—4,86,337	+3·14	—8	—0·43
Percentage of increase or decrease	+0·85	—0·97	—2·39	+4·10	—8·18	...	—3·11	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	47,82,318	46,68,377	—1,13,941
Goods	63,96,604	62,11,931	—1,84,673
Electric telegraph	20,748	20,516	—232
Sundries	61,690	1,96,073	+34,383
TOTAL	1,13,61,360	1,10,96,897	—2,64,463

* Worked by the Madras Railway Company.
† Revised figures.
‡ Including contribution to the Provident Fund.

R

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	26,768	2,16,242	117,237	2,66,574	9,336,237	36,92,213	9,480,242	41,75,029
1896	26,455	2,00,986	114,972	2,47,335	10,469,610	36,32,018	10,611,037	40,80,339
Increase or decrease	*—313*	*—15,256*	*—2,265*	*—19,239*	*+1,133,373*	*—60,195*	*+1,130,795*	*—94,690*

The decrease under 1st and 2nd classes was partly due to a falling off in the ordinary traffic and partly to an abnormal traffic under "Special trains" in the second-half of 1895.

The decrease in 3rd class earnings, with a large increase in the number carried, may be ascribed to the lowering of the fares by mail and day trains for short distances; while the increase in the number of passengers appears to have been partially due to an auspicious season for native marriages.

The average sum received for carrying a passenger one mile amounted to 2·27 pies against 2·28 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·56 against ₹3·70.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandize	802,732	56,69,361	786,429	55,05,278	*—16,303*	*—1,64,083*
Military stores	1,884	74,216	1,903	78,319	+19	+4,103
Railway materials for construction (Home line only)	26,179	11,805	1,115	3,461	*—25,064*	*—8,344*
Coal and coke for the public and foreign railways	187,263	4,51,551	95,002	4,45,348	*—92,261*	*—6,203*
Coal and coke for revenue only	24,505	28,945	32,037	29,121	+7,532	+176
Revenue stores other than coal and coke	230,176	1,00,494	222,565	90,440	*—7,611*	*—10,054*
Live-stock	1,490	40,826	1,757	34,591	+267	*—6,235*
Rents, miscellaneous, etc.	...	19,406	...	25,373	...	+5,967
Total	1,274,229	63,96,604	1,140,808	62,11,931	*—1,33,421*	*—1,84,673*

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. ₹
Sugar	14,974	1,02,920
	Decrease.	Decrease.
Dyes and tans	5,712	50,124
Grain and pulse	256	1,17,553
Provisions	6,980	59,395
Timber	30,825	66,961

The above variations were principally due to the following causes:

Sugar.—The increase was due to larger despatches of unrefined sugar from the North Arcot district and the Southern Mahratta railway to Madras, and from the Bangalore branch and Pálghat to Madras and the South Indian railway.

Dyes and tans.—The decrease under this head was principally due to a falling off in the local traffic, and was mainly the result of the falling off in the traffic forwarded from Gooty, Bangalore Cantonment and Salem to Salt Cotaur.

Grain and pulse.—The decrease was chiefly due to reduced imports from Mysore where grain was held back owing to threatened famine, and to the despatch of smaller quantities from Madras to Coimbatore and the South Indian railway and also from Madras to Bangalore.

Provisions.—The decrease was due to the smaller despatches of ghee from Salem to the Bangalore branch, from Coimbatore to Madras and the Southern Mahratta railway, and from Cuddapah to Madras; and of other provisions from Madras to the Bangalore branch, from Kátpádi and Bangalore branch to Madras from Tirupùr to the South Indian railway, from Mettupáláiyam to Coimbatore district, and from the South Indian and the Southern Mahratta railways to Madras, Coimbatore and Bangalore branch.

Timber.—The decrease was mainly due to a falling off in the local and foreign traffic. The decrease in the local traffic was due to the smaller despatches from stations between Pódanúr and Calicut and that in foreign traffic to a decrease in the quantity booked for the Kolar Gold-fields.

The average sum received for carrying a ton of goods one mile amounted to 8·46 pies against 8·40 pies in the previous year.

The goods earnings per goods train-mile were R5·04 against R5·01.

Working expenses.

The following table shows the working expenses of the railway system during 1896 as compared with the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,00,042	10·56	13,00,911	11·72	+1,00,869	+1·16
Locomotive expenses	20,81,720	18·32	21,44,808	19·33	+63,088	+1·01
Carriage and wagon expenses	6,01,765	5·30	6,28,565	5·66	+26,800	+0·36
Traffic expenses	8,44,167	7·43	8,78,948	7·92	+34,781	+0·49
General charges	5,81,943	5·13	5,87,677	5·30	+5,734	+0·17
Special and miscellaneous expenditure	1,06,613	0·93	97,215	0·88	—9,398	—0·05
TOTAL	54,16,250	47·67	56,38,124	50·81	+2,21,874	+3·14

The increase under "Maintenance of way, works and stations" was chiefly due to heavier renewals with 30-foot bull-headed 76lb steel rails, to the amount charged off for depreciation on bridge materials, to increased expenditure on sanctioned works, to a smaller amount credited on account of stores returned to stock, and to the maintenance charges incurred in connection with the Madras-Ennùr section of the Bezwada-Madras railway, which was opened for traffic on the 22nd February 1896.

The increase in the "Locomotive expenses" was chiefly due to the larger consumption of fuel on the engines working the heavy traffic in coal for the Kolar Gold-fields and to the increased cost of fuel.

The increase in the "Carriage and wagon expenses" was principally owing to the renewal of a larger number of vehicles during the year.

The increase in the "Traffic expenses" was principally due to the cost of the introduction of gas lighting of railway carriages and to the increased consumption and higher cost of the oils used at stations.

The Nizam's Guaranteed state Railway system (standard gauge).

15. The railway system consists of—

	Miles.
The Nizam's Guaranteed state railway	332·32
Bezwada extension of the East Coast State railway*	20·58
TOTAL	†352·90

General results.

The table below shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.‡	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	354·70	759,592	34,11,308	17,39,039	16,72,269	50·98	185	3·97
1896	354·70	777,866	34,57,844	16,91,153	17,66,691	48·91	187	4·18
Increase or decrease	...	+18,274	+46,536	—47,886	+94,422	—2·07	+2	+0·21
Percentage of increase or decrease	...	+2·41	+1·36	—2·75	+5·65	...	+1·08	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	9,11,303	9,44,010	+32,707
Goods	24,20,470	24,33,497	+13,027
Electric telegraph	17,183	19,126	+1,943
Sundries	62,352	61,211	—1,141
TOTAL	34,11,308	34,57,844	+46,536

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail train.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	7,503	56,845	34,915	68,002	332,471	1,70,367	984,852	5,04,589	1,359,741	7,99,803
1896	7,544	53,031	38,143	74,634	323,200	1,65,144	1,053,532	5,45,574	1,422,419	8,38,383
Increase or decrease	+41	—3,814	+3,228	+6,632	—9,271	—5,223	+68,680	+40,985	+62,678	+38,580

The improvement in the third class passenger traffic by trains other than mail is ascribed to the general development of the ordinary public traffic,

* Worked by the Nizam's Guaranteed State Railways Company.

† Including 2·19 miles (Trimulgherry branch) used for military traffic only.

‡ Including 3·10 miles of the home line worked over twice by each train and 0·89 mile of the East Coast State railway from the distant signal at Bezwada to the Bezwada station worked over, but excluding the Trimulgherry branch, 2·19 miles.

and to the improvement in cross traffic with the East Coast State and the Great Indian Peninsula railways.

There was, however, a decrease of ₹7,629 under "Ordinary and military horses, carriages, dogs, etc.," due to less foreign inward and outward bookings of Secunderabad and Hyderabad, and to an abnormal traffic of horses and mules in 1895 arising from the Chitral expedition.

The average sum received for carrying a passenger one mile amounted to 2·34 pies against 2·37 pies in the previous year.

The coaching earnings per passenger train-mile were ₹4·08 against ₹3·97.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	218,053	12,91,744	231,152	13,68,867	+ 13,099	+77,123
Military stores	811	13,012	766	12,159	—45	—853
Railway materials for construction (Home line only)	23,177	22,646	10,278	10,756	—12,899	—11,890
Coal and coke for the public and foreign railways	250,303	9,80,151	229,804	9,43,038	—20,499	—37,113
Coal and coke for construction (Home line only)	72	315	171	899	+99	+584
Coal and coke for revenue only	25,762	58,982	20,298	50,570	—5,464	—8,412
Revenue stores other than coal and coke	177,336	40,430	179,440	34,263	+ 2,104	—6,167
Live-stock	275	5,844	270	6,005	—5	+161
Rents, miscellaneous, etc.	...	7,946	...	6,940	...	—1,006
Total	695,789	24,20,470	672,179	24,33,497	—23,610	+13,027

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Decrease. Tons.	Decrease. ₹
Wheat	3,605	16,525
Metals	3,182	23,075
Castor seeds	6,609	24,323
	Increase.	**Increase.**
Rice	6,436	67,341
Jawar	3,416	12,808
Oils	906	5,740
Linseed	5,195	13,378
Til or jinjili seed	3,476	21,021
Salt	2,362	13,810
Tobacco	561	8,400

The above variations were principally due to the following causes:

Wheat.—The decrease was due to the falling off in the foreign inward traffic of Secunderabad and Hyderabad.

Metals.—The decrease was mainly under iron caused by the completion of the despatches of cast iron pipes for the water works at Hyderabad and Secunderabad.

Castor seeds.—The decrease was chiefly due to the falling off in the outward bookings of Raghunathpalli, Warangal, Hyderabad, Ghanapur and Khammameth stations.

Rice.—The increase was principally attributable to the improvement in the foreign (East Coast State railway) inward traffic of Hyderabad, Secunderabad, Warangal and Yellandu and in the traffic from Bezwada to Hyderabad.

Jawar.—The increase was chiefly in the foreign (Great Indian Peninsula railway) inward traffic of Hyderabad and Secunderabad.

Oils.—The increase was chiefly caused by the improvement in the East Coast State railway cross traffic.

Linseed.—The increase occurred mainly in the foreign outward traffic (*vid* Wádi) of Shankarpalli, Seram and Secunderabad.

Til or Jinjili seed.—The improvement under this head was mainly in the foreign outward traffic of Warangal *vid* Wádi and *vid* Bezwada (East Coast State railway).

Salt.—The increase was chiefly in the foreign inward traffic of Warangal, Hyderabad and Secunderabad.

Tobacco.—The increase in the earnings from this commodity was chiefly in the inward traffic of Hyderabad and Secunderabad from the Southern Mahratta railway.

The average sum received for carrying a ton of goods one mile amounted to 5·95 pies against 6·38 pies in the previous year.

The goods earnings per goods train-mile were R4·45 against R4·57.

Working expenses.

The following table compares the working expenses of the railway system during 1896 with the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations .	5,23,111	15·34	5,40,108	15·62	+16,997	+0·28
Locomotive expenses .	4,68,706	13·74	4,48,490	12·97	—*20,216*	—*0·77*
Carriage and wagon expenses . .	1,50,580	4·41	1,10,080	3·18	—*40,500*	—*1·23*
Traffic expenses . .	2,49,113	7·30	2,60,146	7·52	+11,033	+0·22
General charges . .	3,10,724	9·11	3,06,479	8·87	—*4,245*	—*0·24*
Special and miscellaneous expenditure . .	36,805	1·08	25,850	0·75	—*10,955*	—*0·33*
TOTAL .	17,39,039	50·98	16,91,153	48·91	—*47,886*	—*2·07*

The increase under "Maintenance of way, works and stations" was chiefly accounted for by an increase of R95,391 under "Repairs of bridges, etc.," due chiefly to the debit of instalments of the outlay incurred on the alterations to the Iyalla bridge and to the debit of a special charge of R34,561 to the Bezwada Extension railway, being a portion of the sum spent by the Nizam's Guaranteed State Railway Company in the restoration of the line after the extraordinary floods and breaches of 1895, and which was treated as a special charge against the revenue of that railway over and above the percentage allowed to the Company for the ordinary maintenance of the line. There was, however, a decrease of R1,21,102 under "Maintenance and renewal of permanent-way," due to the issue of less materials for renewals, to the credits for the sale of stores returned from works and to the absence of special renewals during the year.

The decrease in the "Locomotive expenses" was principally due to the very heavy charges in 1895 for material and labour required for maintenance and renewal of machinery, to the fact that an arrangement was made with the East Coast State railway that each railway should undertake the shunting free of

charge at Bezwada each alternate month, and to the falling off under "Carriage of revenue stores," owing to a smaller quantity of coal having been carried.

The decrease in the "Carriage and wagon expenses" was principally due to less repairs and renewals during the year under review.

The increase in the "Traffic expenses" is accounted for by the increased expenditure under station and train staff, due to increases to salaries of station masters, coaching and goods clerks and the appointment of additional ticket collectors, etc., as also to the increases granted to guards and the appointment of additional guards and travelling ticket inspectors.

Nágdá-Ujjain Railway (standard gauge).

16. The line was opened for traffic on the 15th July 1896. The mean mileage worked during the year was 16·10 miles.

General results. The following table shows the general results of the year's working:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1896 . .	16·10	33,377	40,701	22,939	17,762	56·36	49	0·86

Gross earnings. The following table shows the gross earnings under main heads:

	1896.
	R
Coaching	12,554
Goods	27,904
Electric telegraph	183
Sundries	60
TOTAL .	40,701

Coaching.—The number of passengers of the various classes carried including troops and police and the earnings therefrom were as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
1896 .	50	126	164	205	143	66	41,275	11,725	41,632	12,122

The average sum received for carrying a passenger one mile amounted to 2·30 pies.

The coaching earnings per passenger train-mile amounted to R2·14.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	1896.	
	Tons.	₹
General merchandise	13,560	27,680
Railway materials for construction (Home line only)	141	41
Coal and coke for the public and foreign railways	28	40
Coal and coke for construction (Home line only)	22	6
Rents, miscellaneous, etc.	...	137
TOTAL	13,751	27,904

The average sum received for carrying a ton of goods one mile amounted to 11·70 pies.

The goods earnings per goods train-mile amounted to ₹4·53.

Working expenses.

The following table shows the working expenses of the railway during 1896:

	1896.	
	Amount.	Per cent. on gross earnings.
	₹	
Maintenance of way, works and stations	7,978	19·60
Locomotive expenses	7,705	18·93
Carriage and wagon expenses	1,856	4·56
Traffic expenses	3,065	7·53
General charges	1,792	4·40
Special and miscellaneous expenditure	543	1·34
TOTAL	22,939	56·36

The Nágdá-Ujjain railway is worked by the Bombay, Baroda and Central India Railway Company at the home line percentage.

The Gaekwar's Petlád Railway (standard gauge).

General results.

17. The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	13·35	19,544	73,891	27,307	46,584	36·96	106	6·44
1896	13·35	19,478	*1,17,540	31,693	*32,847	40·80	339	11·46
Increase or decrease	...	—66	+43,649	+7,386	+36,263	+3·84	+233	+5·02
Percentage of increase or decrease	...	—0·34	+59·07	+27·05	+77·84	...	+219·81	...

* Including ₹32,507 credited for terminal charges for previous years.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	ℝ	ℝ	ℝ
Coaching	50,427	52,003	+1,576
Goods	21,586	*64,603	+43,017
Electric telegraph	357	478	+121
Sundries	1,521	456	—1,065
TOTAL	73,891	*1,17,540	+43,649

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		ℝ		ℝ		ℝ		ℝ
Previous year	198	152	2,159	851	277,201	47,311	279,558	48,314
1896	132	114	2,301	917	279,263	48,705	281,696	49,736
Increase or decrease	—66	—38	+142	+66	+2,062	+1,394	+2,138	+1,422

The improvement under third class passenger traffic may be ascribed generally to the ordinary development of traffic.

The average sum received for carrying a passenger one mile amounted to 2·52 pies against 2·51 pies in the previous year.

The coaching earnings per passenger train-mile were ℝ3·93 against ℝ3·62.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	ℝ	Tons.	ℝ	Tons.	ℝ
General merchandise	22,063	20,836	24,296	31,296	+2,233	+10,460
Coal and coke for the public and foreign railways	5	4	...	...	—5	—4
Coal and coke for revenue only	597	162	401	93	—196	—69
Revenue stores other than coal and coke	46	13	62	18	+16	+5
Live-stock	205	307	307	501	+102	+199
Rents, miscellaneous, etc.	...	269	...	*32,695	...	+32,426
TOTAL	22,916	21,586	25,066	*64,603	+2,150	+43,017

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. ℝ
Grain and pulse	1,173	953
Tobacco	3,102	3,034
	Decrease.	Decrease.
Stone and lime	969	747
Timber	1,060	820

* Including ℝ32,507 credited for terminal charges for previous years.

The above variations were due to the following causes :

Grain and pulse.—The increase under this head was in "Grains other than wheat," chiefly in the traffic received at Petlád from stations on the Ánand-Godhra branch.

Tobacco.—The increase was principally in the traffic from Agás and Petlád *viâ* Godhra and Wadhwán to Bombay and other stations.

Stone and lime.—The decrease was chiefly in traffic from Sevalia and Wadhwán to Petlád.

Timber.—The decrease under this head was principally in the traffic from stations on the Ánand-Godhra branch to Petlád.

There was, however, a decrease of 228 tons with an increase of R7,648 under the head "All other articles of merchandise."

The average sum received for carrying a ton of goods one mile amounted to 18·59* pies against 13·63 pies in the previous year.

The goods earnings per goods train-mile were R5·14* against R3·85.

Working expenses. The following table compares the working expenses during 1896 with those of the previous year :

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	5,815	7·87	8,257	7·02	+2,442	—0·85
Locomotive expenses	11,421	15·46	14,115	12·01	+2,694	—3·45
Carriage and wagon expenses	2,517	3·41	3,140	2·67	+623	—0·74
Traffic expenses	4,229	5·72	5,336	4·54	+1,107	—1·18
General charges	2,394	3·24	3,030	2·58	+636	—0·66
Special and miscellaneous expenditure	931	1·26	815	0·69	—116	—0·57
TOTAL	27,307	36·96	34,693	29·51	+7,386	—7·45

The increase in the working expenses was due to the increase in the varying percentage of expenses on the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

Bengal and North-Western Railway system (metre gauge).

18. The railway system is composed of—

	Miles.
Tirhoot State railway, Government section	341·80
Bengal and North-Western railway, Company's section	478·63†
	820·43

The mean mileage worked during the year was 760·47 miles against 756·30 miles in the previous year. The increase was due to a revision of the open mileage and also to the opening of the following lengths of lines.

		Miles.
Jarwal road-Gogra Ghât	Opened on 24th Nov. 1896	7·40
Ganeshpur (Bahram Ghat)-Burhwal		
Gogra Ghat to Ganeshpur		1·90‡
Gonda to Balrámpur	15th Dec. 1896	22·00
Nánpára to Jungle Motipur	„	15·00
Bhatni to Bhágalpur	„	17·14

* Calculated on the amount excluding terminals, (R32,507) for previous years credited during the year 1896.
† Including 1·90 miles from Gogra Ghât to Ganeshpur opened as a temporary measure.
‡ Opened as a temporary measure.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R.	
Previous year	750·30	1,737,035	56,60,680	24,02,855	32,57,825	42·45	133	5·73
1896	760·47	1,787,345	57,87,067	25,44,821	32,42,246	43·97	134	5·90
Increase or decrease	+4·17	+50,310	+1,26,387	+1,41,966	—15,579	+1·52	+1	+0·17
Percentage of increase or decrease	+0·55	+2·90	+2·23	+5·91	—0·48	...	+0·75	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	23,59,924	22,21,280	—1,38,644
Goods	26,70,015	28,73,143	+2,03,128
Electric telegraph	27,575	29,315	+1,740
Steam-boat	4,34,774	4,69,662	+34,888
Sundries	1,68,392	1,93,667	+25,275
TOTAL	56,60,680	57,87,067	+1,26,387

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	16,159	54,759	24,636	44,598	77,723	42,495	5,581,116	20,66,558	5,699,634	22,08,4[illegible]
1896	16,435	53,229	23,450	41,098	78,026	40,995	5,447,180	19,54,787	5,565,091	20,90,109
Increase or decrease	+276	—1,530	—1,186	—3,500	+303	—1,500	—133,936	—1,11,771	—134,543	—1,18,301

The decrease in the earnings from the passenger traffic may be attributed, in a great measure, to a less attendance than usual at the Sonepore and Ajodhya *melas* and to the prevailing scarcity.

There was a decrease of R20,342 under "Other coaching traffic," of which R6,337 were under "Passengers' luggage" and R7,764 under "Parcels," and the rest was made up of petty amounts under other heads.

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·11 pies.

The coaching earnings per passenger train-mile were R2·98 aganst R3·06.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	628,788	24,27,897	695,963	26,60,511	+67,175	+2,32,614
Railway materials for construction (Home line only)	56,063	95,424	41,406	74,900	—14,657	—20,524
Coal and coke for the public and foreign railways	42,715	67,855	41,324	73,038	—1,391	+5,183
Coal and coke for construction (Home line only)	...	...	90	341	+90	+341
Coal and coke for revenue only	18,754	16,182	28,499	35,375	+9,745	+19,193
Revenue stores other than coal and coke	32,738	44,496	32,546	35,190	—192	—9,306
Live stock	46	775	49	650	+3	—125
Rents, miscellaneous, etc.	...	17,386	...	20,133	...	+2,747
TOTAL	779,104	26,70,015	839,877	29,00,138	+60,773	+2,30,123
Less—Outstandings irrecoverable	...	...	...	26,995	...	26,995
NET TOTAL	779,104	26,70,015	839,877	28,73,143	+60,773	+2,03,128

The principal variations of traffic under "General merchandise" are noted below :

	Increase. Tons.	Increase. R
Grain and pulse	48,422	1,65,309
Oil-seeds	22,566	32,614
Saltpetre	4,362	18,385
Sugar	3,684	20,815
Tobacco	5,388	28,792
	Decrease.	Decrease.
Dyes and tans	1,641	12,547
Hides and skins	1,242	13,971

Grain and pulse.—The bulk of the increase occurred under rice, and was due to favorable markets and good crops in the Terai and the Tirhoot districts. Under other grains the increase was due to increased demands for food grains, consequent upon the prevailing scarcity.

Oil-seeds.—The increase was due to better crops and to heavy demands for export.

Saltpetre.—The increase resulted from a reduction in the rate to Howrah.

Sugar.—The bulk of the increase was in the first half of the year, and was due to increased production both in sugar refined and unrefined.

Tobacco.—The increase was mainly due to good crops and heavy demands.

Dyes and tans.—The decrease was principally in indigo, resulting from decreased production.

Hides and skins.—The decrease may be ascribed to the restriction in the export of this commodity from Calcutta.

The average sum received for carrying a ton of goods one mile amounted to 5·94 pies against 6·17 pies in the previous year.

The goods earnings per goods train-mile were R2·76 as in 1895.

Working expenses.

The following table compares the working expenses of the railway system during 1896 with the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	5,91,976	10·46	6,87,868	11·89	+95,892	+1·43
Locomotive expenses	4,76,544	8·42	5,24,031	9·05	+47,487	+0·63
Carriage and wagon expenses	1,50,430	2·66	1,77,489	3·07	+27,059	+0·41
Traffic expenses	4,40,332	7·78	4,42,628	7·65	+2,296	—0·13
General charges	4,19,138	7·40	3,93,562	6·80	—25,576	—0·60
Steam-boat service	2,09,757	3·70	1,98,162	3·42	—11,595	—0·28
Special and miscellaneous expenditure	1,14,678	2·03	1,21,081	2·09	+6,403	+0·06
TOTAL	24,02,855	42·45	25,44,821	43·97	+1,41,966	+1·52

The principal increases and decreases are explained below:

The increase under "Maintenance of way, works and stations" was chiefly due to the abnormal renewal of sleepers and relaying with 50lb rails and to the re-erection of the temporary pile bridge over the river Gogra.

The increase under "Locomotive expenses" was due to a rise in the price of coal, to the heavier consumption of wood, to heavier repairs to engines required for the new extensions and lines under construction and to the maintenance of ten more locomotives.

The increase under "Carriage and wagon expenses" was mainly due to the erection of 60 iron covered good wagons in replacement of old wooden ones.

The decrease under "General charges" was due to the unusually high Home engineering charges during the previous year, owing to a large quantity of stores having been shipped; also to the absence of any charges against "Electric telegraph" on account of hire of instruments, these having been purchased from Government.

Rajputana-Malwa Railway (metre gauge).

General results.

19. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,673·94	6,279,900	2,38,40,381	94,45,319	1,39,95,262	40·29	269	10·54
1896	1,673·93	5,269,251	1,97,45,977	87,49,250	1,09,76,727	44·35	227	8·26
Increase or decrease	—0·01	—1,010,649	—37,14,604	—6,96,069	—30,18,535	+4·06	—42	—2·28
Percentage of decrease	...	16·09	15·85	7·37	21·57	...	15·61	...

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits of the Rajputana-Malwa and Godhra-Ratlam-Nágdá railways, in comparison with 1895, is shown in the following table:

	Previous year.		1896.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	R	R	R	R
Net receipts	92,19,491	52,55,958	70,28,910	44,42,655
Deduct—				
Interest	35,92,315	36,40,916	36,77,152	36,71,663
Divisible surplus profits	56,27,176	16,15,042	33,51,718	7,70,992
Government share	45,01,741	12,92,034	26,81,374	6,16,794
Company's share	11,25,435	3,23,008	6,70,344	1,54,198

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	75,04,864	71,48,038	—3,56,826
Goods	1,55,00,469	1,21,31,353	—33,69,116
Electric telegraph	66,223	78,962	+12,739
Sundries	3,69,025	3,67,624	—1,401
TOTAL	2,34,40,581	1,97,25,977	—37,14,604

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	18,957	1,32,668	76,656	2,17,142	289,601	3,30,278	10,826,449	59,25,203	11,211,659	66,05,381
1896	18,851	1,39,211	67,145	2,07,850	264,902	2,90,482	10,762,829	57,84,869	11,114,727	64,22,412
Increase or decrease	—106	+6,543	—9,507	—9,292	—24,699	—39,796	—62,620	—1,40,424	—96,932	—1,82,969

The decrease in passenger traffic may be ascribed to be due to a smaller attendance at fairs and to a falling off in the number of Hindu marriage parties, consequent on the period being considered unpropitious. The decrease in the number and increase in the earnings under first-class were due to passengers having travelled longer distances.

The "Military baggage" and "Military carriages, horses, etc.," showed a decrease of R1,60,157,* due to a heavy military traffic in 1895 in connection with the Chitral expedition; "Parcels" also showed a decrease of R14,215,* owing to a decrease in the traffic from beyond Ahmedabad and Khandwa to beyond Ferozepore.

* Figures for combined system (Rajputana-Malwa and Godhra-Ratlam-Nágdá railways).

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·11 pies.

The coaching earnings per passenger train-mile were R3·20 against R3·41.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	1,686,218	1,46,58,671	1,398,370	1,14,66,043	—287,848	—31,92,628
Military stores	5,142	92,727	5,558	81,227	+416	—11,500
Railway materials for construction (Home line only)	46,038	77,507	34,201	53,984	—11,837	—23,523
Coal and coke for the public and foreign railways	10,407	39,818	10,762	42,976	+355	+3,158
Coal and coke for construction (Home line only)	1,340	6,698	1,245	4,811	—95	—1,887
Coal and coke for Revenue only	106,821	4,06,455	83,858	2,69,296	—22,963	—1,37,159
Revenue stores other than coal and coke	61,780	1,19,721	60,514	1,22,081	—1,266	+2,360
Live stock	5,156	76,308	4,479	67,455	—677	—8,853
Rents, miscellaneous, etc.	...	23,330	...	24,264	...	+934
TOTAL	1,922,902	1,55,01,235	1,598,987	1,21,32,237	—323,915	—33,69,098
Less—Outstandings irrecoverable	...	766	...	784	...	+18
NET TOTAL	1,922,902	1,55,00,469	1,598,987	1,21,31,353	—323,915	—33,69,116

The noticeable decreases under "General merchandise" are noted below:

	Decrease.	
	Tons.	R
Cotton, raw	11,039	1,24,114
Cotton, manufactured	4,893	1,03,223
Grain and pulse	164,975	20,57,630
Oil-seeds	93,718	6,79,260
Salt	17,542	1,53,061

Cotton, raw.—The decrease under this head was principally due to a falling off in the traffic forwarded to the Bombay, Baroda and Central India railway *vid* Sábarmati, chiefly to Bombay.

Cotton, manufactured.—The decrease was chiefly in the traffic carried locally and in that *vid* Sábarmati.

Grain and pulse.—The decrease was principally in the traffic forwarded *vid* Sábarmati to the Bombay, Baroda and Central India railway and in the traffic carried locally.

Oil-seeds.—The decrease under this head was chiefly in the traffic forwarded to the Bombay, Baroda and Central India railway *vid* Sábarmati, in that exchanged with other foreign lines, and in the traffic carried locally.

Salt.—The decrease under this head was chiefly in the traffic carried locally, in that forwarded to foreign lines, principally *vid* Cawnpore and Agra.

The average sum received for carrying a ton of goods one mile amounted to 7·13 pies against 6·64 pies in the previous year.

The goods earnings per goods train-mile were R4·00 against R3·80.

Working expenses.

The following table compares the working expenses of the railway during 1896, with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	16,34,622	6·97	17,21,929	8·73	+87,307	1·76
Locomotive expenses	39,97,400	17·05	33,87,737	17·17	—6,09,663	0·12
Carriage and wagon expenses	9,60,802	4·10	8,81,196	4·47	—79,606	0·37
Traffic expenses	15,23,246	6·50	14,76,466	7·48	—46,780	0·98
General charges	11,72,430	5·00	11,34,518	5·75	—37,912	0·75
Special and miscellaneous expenditure	1,56,819	0·67	1,47,404	0·75	—9,415	0·08
Total	94,45,319	40·29	87,49,250	44·35	—6,96,069	4·06

The increase under "Maintenance of way, works and stations" was partly due to the payment of grain compensation allowances, partly to the heavy expenditure on renewals of sleepers and partly to a larger credit in 1895 for materials returned to stock.

The decrease in the "Locomotive expenses" occurred under running expenses and fuel, due to less mileage run, and to the reduction in both the price and quantity of coal used.

The decrease under "Carriage and wagon expenses" was chiefly under repairs and renewals of vehicles, due to less extensive repairs and renewals.

The decrease under "Traffic expenses" was due partly to the adjustment in the previous year of arrear under-charges on castor oil, and partly to a smaller consumption of stationery and tickets, owing to a decrease in the traffic.

The decrease under "General charges" was due partly to a favourable rate of exchange, partly to a lower proportion of joint charges having fallen on the Rajputana-Malwa railway, and partly to the reduction in the charges for rent and maintenance paid to the Telegraph department.

Pálanpur-Deesa Railway (metre gauge).

General results.

20. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	17·28	12,574	38,182	15,337	22,845	40·17	42	5·71
1896	17·28	12,865	51,629	22,457	29,172	43·50	57	6·98
Increase	...	291	13,447	7,120	6,327	3·33	15	1·27
Percentage of increase	...	2·31	35·22	46·42	27·70	...	35·71	...

The following table shows the gross earnings under main heads as compared with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	21,906	22,499	+593
Goods	16,134	28,957	+12,823
Electric telegraph	115	165	+50
Sundries	27	8	—19
TOTAL	38,182	51,629	+13,447

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	600	610	1,535	679	107,889	18,216	110,024	19,505
1896	554	568	1,782	767	113,789	19,373	116,125	20,708
Increase or decrease	—46	—42	+247	+88	+5,900	+1,157	+6,101	+1,203

The increase in the passenger traffic may be ascribed to the ordinary development of the traffic.

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·37 pies.

The coaching earnings per passenger train-mile were R2·83 against R2·98.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	17,608	15,447	13,603	16,743	—4,005	+1,296
Military stores	112	209	127	218	+15	+9
Railway materials for construction (Home line only)	551	129	240	53	—311	—76
Coal and coke for revenue only	18	5	...	...	—18	—5
Revenue stores other than coal and coke	88	25	139	32	+51	+7
Live stock	81	120	45	114	—36	—6
Rents, miscellaneous, etc.	...	199	...	11,797*	...	+11,598
TOTAL	18,458	16,134	14,154	28,957	—4,364	+12,823

The noticeable decreases under "General merchandise" are noted below:

	Decrease.	
	Tons.	R
Grain and pulse	2,399	1,412
Oil-seeds	2,323	651

The average sum received for carrying a ton of goods one mile amounted to 14·06† pies against 10·07 pies in the previous year.

The goods earnings per goods train-mile were R5·89 against R3·09.

* Including R11,602 credited for terminal charges for previous years.

† Calculated on the amount excluding terminals (R11,602), for previous years credited during the year 1896.

Working expenses.

The following table shows the working expenses of the railway during 1896 as compared with the previous year:

	Previous year.		1896.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	2,652	6·95	4,334	8·39	1,682	+1·44
Locomotive expenses	6,505	17·04	8,786	17·02	2,281	—0·02
Carriage and wagon expenses	1,555	4·07	2,282	4·42	727	+0·35
Traffic expenses	2,471	6·47	3,752	7·27	1,281	+0·80
General charges	1,899	4·97	2,915	5·65	1,016	+0·68
Special and miscellaneous expenditure	255	0·67	388	0·75	133	+0·08
TOTAL	15,337	40·17	22,457	43·50	7,120	+3·33

The Palanpur-Deesa railway is worked for the same percentage of expenditure to earnings as prevails on the Rajputana-Malwa railway system. The higher percentage on the Rajputana-Malwa railway this year and the adjustment of the share of working expenses on the amount credited during the year for terminals account for the increase of ₹7,120 in the working expenses.

Southern Mahratta Railway system (metre gauge).

21. The open mileages of the several sections were as follows:

	Miles.
Southern Mahratta railway	1,042·04
Guntakal-Mysore frontier railway*	119·50
Mysore section (Southern Mahratta railway)*	296·00
Kolhápur railway*	29·07
Yesvantpur-Mysore frontier railway*	51·35
Mysre-Nanjangúd railway*	15·25
	1,553·21

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.†	Train-mileage.	Gross earnings.	Working expenses.‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,556·20	3,347,992	88,38,026	52,97,126	35,40,900	59·94	109	2·91
1896	1,556·20	3,712,158	91,62,980	51,94,203	39,68,777	56·69	113	3·24
Increase or decrease	...	+364,166	+3,24,954	—1,02,923	+4,27,877	—3·25	+4	+0·33
Percentage of increase or decrease	...	+10·88	+3·68	—1·94	+12·08	...	+3·67	...

* Worked by the Southern Mahratta railway.
† Includes 2·99 miles of the East Coast State railway worked over.
‡ Includes contribution to the Provident Fund.

Surplus profits.

The divisible surplus profits of the Southern Mahratta railway, including the Mysore section, during the year 1896, after deducting contribution to the Provident Fund, amounted to R35,84,805 against R32,11,058 in the previous year—an improvement of R3,73,747. The details by half-years and the amounts payable to the Company and the Government are given in the table below:

	Southern Mahratta railway.		Mysore section (Southern Mahratta).		Total.	
	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	R	R	R	R	R	R
1st half	14,02,437	17,13,893	3,08,344	3,67,690	17,10,781	20,81,583
2nd half	11,80,897	11,94,159	3,19,380	3,09,063	15,00,277	15,03,222
Total	25,83,334	29,08,052	6,27,724	6,76,753	32,11,058	35,84,805
½ payable to Company	6,45,833	7,27,013	1,56,931	1,69,188	8,02,764	8,96,201
½ payable to Government	19,37,501	21,81,039	4,70,793	5,07,565	24,08,294	26,88,604

Gross earnings.

The following table compares the gross earnings under the main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	36,39,470	36,00,019	—39,451
Goods	49,99,715	53,83,823	+3,84,108
Electric telegraph	26,717	31,922	+5,205
Sundries	1,72,124	1,47,216	—24,908
Total	88,38,026	91,62,980	+3,24,954

Coaching.—The number of passengers of various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	18,668	1,16,482	60,760	1,56,742	7,256,003	29,62,783	7,335,431	32,36,007
1896	18,022	1,04,364	56,937	1,44,005	7,396,506	29,90,546	7,471,465	32,38,911
Increase or decrease	—646	—12,118	—3,823	—12,741	+140,503	+27,763	+136,034	+2,904

The falling-off in both number and amount under the 1st and 2nd class passenger traffic was for the most part due to the diversion of through traffic to the Company's line in 1895, on account of the breaches on the South-East section of the Great Indian Peninsula railway, and partly to the return in that year of the Chitral relief force. The third class traffic showed a slight improvement, and is said to have been probably due to an increased short distance traffic.

Under "Other coaching traffic" there was, however, a decrease of R42,355, which was principally due to the heavier traffic in 1895 on account of the Chitral expedition, and to a falling-off under "Parcels for the public."

The average sum received for carrying a passenger one mile amounted to 2·11 pies against 2·12 pies in the previous year.

The coaching earnings per passenger train-mile were R2·57 against R2·88.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	747,074	44,39,346	841,276	49,69,471	+94,202	+5,30,125
Military stores	1,234	18,532	1,088	13,715	—146	—4,817
Railway materials for construction (Home line only)	17,536	21,441	19,273	18,101	+1,737	—3,340
Coal and coke for the public and foreign railways	33,935	1,78,327	4,913	21,925	—29,022	—1,56,402
Coal and coke for revenue only	37,798	1,94,012	34,611	2,03,378	—3,187	+9,366
Revenue stores other than coal and coke	95,769	1,18,156	102,950	1,22,090	+7,181	+3,934
Live-stock	339	9,283	398	8,684	+59	—599
Rents, miscellaneous, etc.	...	20,619	...	26,459	...	+5,840
TOTAL	933,685	49,99,716	1,004,509	53,83,823	+70,824	+3,84,107

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	95,821	5,66,432
Oils	5,150	56,460
Sugar	9,849	39,045
	Decrease.	**Decrease.**
Cotton, manufactured	1,945	35,635
Metals	4,227	41,700
Provisions	2,338	25,464

The above variations were principally due to the following causes:

Grain and pulse.—The improvement was due to the heavy bookings of jawar and bajra, principally from stations in the Mysore province to Northern India, owing to the prevailing scarcity.

Oils.—The increase was due to an improvement in the traffic in kerosine oil, specially *vid* Poona.

Sugar.—The increase was due to a larger traffic at Hospet and with foreign lines *vid* Poona.

Cotton, manufactured.—The decrease occurred chiefly in "Cotton-twist and yarn" and "Piece goods, European."

Metals.—The decrease was due to the special bookings of iron pipes in the previous year for the Hassaraghat water works in the Mysore province.

Provisions.—The decrease was due to the falling-off in the traffic with foreign lines *vid* Portuguese Frontier and Hotgi.

The decrease under "Coal and coke for the public and foreign railways" was due to the cessation of bookings from foreign lines *vid* Bezwada to Dharmavaram and beyond.

The average sum received for carrying a ton of goods one mile amounted to 6·51 pies against 6·95 pies in the previous year.

The goods earnings per goods train-mile were R2·33 against R2·40.

Working expenses.

The following table compares the working expenses of the railway system for the year 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations.	13,07,854	14·80	11,73,582	12·81	—1,34,272	—1·99
Locomotive expenses	17,95,624	20·32	17,88,491	19·52	—7,133	—0·80
Carriage and wagon expenses	4,23,230	4·79	4,04,082	4·41	—19,148	—0·38
Traffic expenses	8,63,555	9·77	9,06,090	9·89	+42,535	+0·12
General charges	8,13,063	9 20	8,16,993	8·92	+3,930	—0·28
Special and miscellaneous expenditure	93,800	1·06	1,04,965	1·14	+11,165	+0·08
Total	52,97,126	59·94	51,94,203	56·69	—1,02,923	—3·25

The decrease under "Maintenance of way, works and stations" was principally due to the curtailment of the special renewals of sleepers and painting and retarring of bridges.

The decrease under "Carriage and wagon expenses" was mainly due to a credit for value of surplus materials returned from the carriage shops to stores, and to the fitting of a fewer number of vehicles with Jones' patent buffers.

The increase under "Traffic expenses" was due to the heavier share of the joint station expenses at Bangalore City and Bezwada, to the employment of additional hands for working traffic diverted *vid* Poona, to promotion to the staff, and in some measure also to the issue of old and obsolete forms for rough use at stations in the previous year.

South Indian Railway (metre gauge).

22. The mean mileage worked during the year 1896 was the same as in the previous year, *viz.*, 1,041·59 miles.

The following table compares the general results of the year's working with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on capital outlay,* including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,041·59	3,325,704	89,14,947	50,03,652	39,11,295	56·13	165	5·09
1896	1,041·59	3,361,661	89,45,581	49,10,208	40,35,373	54·89	165	5·26
Increase or decrease	...	+35,957	+30,634	—93,444	+1,24,078	—1·24	...	+0·17
Percentage of increase or decrease	...	+1·08	+0·34	—1·87	+3·17	...	...	...

* R7,68,38,604 for 1895 and R7,67,63,325 for 1896. For details of the capital outlay to the 31st December 1896, see Chapter II.

Surplus profits.

The divisible surplus profits of the first half of 1896 amounted to R7,65,220 and those of the second half to R8,03,003, making up a total of R15,68,229 against R14,23,913, an improvement of R1,44,316.

The net earnings for the year 1896 were R40,35,373, and deducting therefrom the company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident Fund (the ordinary contribution to the fund being a debit to working expenses), and other incidental adjustments, the result was a gain to the State for the year of R12,82,073 against R11,63,315 in the previous year—an improvement of R1,18,758.

Gross earnings.

The following table compares the gross earnings under the main heads with those of the previous year;

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	46,57,225	47,35,155	+77,930
Goods	41,59,010	40,84,046	—74,964
Electric telegraph	21,079	21,757	+678
Sundries	77,633	1,04,623	+26,990
TOTAL	89,14,947	89,45,581	+30,634

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	21,649	76,162	223,046	1,78,463	12,011,887	41,58,937	12,256,582	44,13,562
1896	21,756	71,390	223,614	1,80,968	12,408,583	42,41,971	12,653,953	44,94,329
Increase or decrease	+107	—4,772	+568	+2,505	+396,696	+83,034	+397,371	+80,767

The increase was due to a general development of the passenger traffic throughout the line, owing to a very favourable season during the first half of the year. The result for the year would have been even better but for the interruption of through-booking for a period of three weeks, owing to the line having been breached between Coleroon and Vaidísvarankóyil stations in August 1896, and the outbreak of cholera which reduced the attendance at the festivals of Srirangam and Chidambaram towards the close of the year.

The average sum received for carrying a passenger one mile amounted to 2·06 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were R3·03 against R3·07.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	860,134	39,25,435	855,015	38,59,445	—5,119	—65,990
Military stores	102	2,249	99	2,142	—3	—107
Railway materials for construction (Home line only).	103,956	15,130	71,944	19,027	—32,012	+3,897
Coal and coke for the public and foreign railways.	5,944	8,662	15,748	12,271	+9,804	+3,609
Coal and coke for revenue only	39,601	93,964	39,061	55,213	—540	—38,751
Revenue stores other than coal and coke.	386,971	98,201	430,077	1,17,647	+43,106	+19,446
Live-stock	171	3,021	279	3,731	+108	+710
Rents, miscellaneous, etc.	...	12,348	...	14,570	...	+2,222
TOTAL	1,396,879	41,59,010	1,412,223	40,84,046	+15,344	—74,964

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	21,328	...
Provisions	3,946	35,035
Stone and lime	...	24,800
Sugar	14,742	47,869
	Decrease.	Decrease.
Cotton, raw	4,794	34,294
Grain and pulse	...	43,913
Oil seeds	15,994	53,015
Stone and lime	10,256	...

Grain and pulse.—There was a remarkable falling off in the traffic in "Rice in the husk," large quantities of which were carried during 1895 from Váyalpád, Chidambaram and the Tanjore district to Madura and Tinnevelly. Timely rains in the Southern, and partial failure in the Northern districts, during the year, accounted chiefly for the decrease. The earnings under "Rice not in the husk" and other grains, however, showed an improvement; the increase under the former was in the traffic from the Tanjore district to Tuticorin and Negapatam, and under the latter to the export of other grains from Tanjore to the North Arcot district, Madras and foreign railways.

Provisions.—The increase was chiefly in the traffic in tamarind to Madras and the Southern districts from the Dharmavaram-Pákala section, where the crop was very favourable.

Stone and lime.—There was a decrease of 10,256 tons and an increase of ₹24,800 under this head. Stone carried from Tirupati to Gudur and Nellore for the Bezwada-Madras railway, and laterite from Tanjore to Shiyali for the Local Fund Department, chiefly accounted for the increase in the earnings. There was a decrease in the stone traffic from Pallávaram to Madras for the Harbour works.

Sugar.—The increase was due to the fact that the production of jaggery in the Tinnevelly district was considerably over the average, and a large quantity of unrefined sugar was exported to Nellikuppam and Panruti for Messrs. Parry & Co.

Cotton, raw.—The decrease occurred in both "Pressed" and "Loose" cotton, chiefly from stations in the Madura district to Tuticorin and Tinneveliy, from Trichinopoly and Erode to Virudupatti, and from Trichinopoly and Panruti to Madras, due to poor crops.

Oil-seeds.—The decrease was due to the failure of crops which caused a falling off in "Till or jinjili seeds" in the Cuddapah and Mysore districts, and also in the export of "Earthnuts" from Tanjore and Panruti to Pondicherry.

The average sum received for carrying a ton of goods one mile amounted to 7·97 pies against 8·01 pies in the previous year.

The goods earnings per goods train-mile were R2·27 against R2·30.

The following table compares the working expenses of the railway during 1896 with those of the previous year:

Working expenses.

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	11,19,968	12·56	10,74,833	12·01	—45,135	—0·55
Locomotive expenses	18,62,358	20·89	17,93,684	20·05	—68,674	—0·84
Carriage and wagon expenses	5,96,517	6·69	5,51,137	6·16	—45,380	—0·53
Traffic expenses	7,28,149	8·17	7,76,952	8·69	+48,003	+0·52
General charges	6,35,457	7·13	6,35,930	7·11	+473	—0·02
Special and miscellaneous expenditure	61,203	0·69	77,672	0·87	+16,469	+0·18
TOTAL	50,03,652	56·13	49,10,208	54·89	—93,444	—1·24

The decrease under "Maintenance of way, works and stations" was chiefly due, it is said, to less renewals with 50 lb. rails during 1896, *viz.*, 16·12 miles against 18·01 miles in 1895; to the issue of large quantities of tools and plant; and to the depreciation of permanent-way chairs, amounting to ₹3,969, charged off in the previous year.

Under "Locomotive expenses" the decrease chiefly occurred under "Maintenance and renewals of locomotive engines," owing to the fact that lighter repairs were done to the engine stock than in 1895. Coal supplies were delivered at various locomotive centres instead of only at Dharmavaram and Madras as in the previous year; hence "Carriage of revenue stores," was considerably less than in 1895. There was also a saving due to a reduction in the price paid for coal.

The decrease under "Carriage and wagon expenses" is explained to have been chiefly due to the repairs of a smaller number of vehicles consequent to a great extent, upon the temporary closing of the workshops owing to the Negapatam riot.

The increase under "Traffic expenses" was due to the opening of two trial stations at Sérndanur and Adiyakkamangalam; to the employment of six addition ticket examiners; to the substitution of European and Eurasian station masters for natives at some of the principal stations; to the appointment of platform inspectors at Tanjore, Trichinopoly and Madura stations; and to the purchase of two ticket printing machines from England.

Under "Special and miscellaneous expenditure," the increase was principally due to the adjustment of arrear debits by the Southern Mahratta railway on account of interest charges on the capital outlay on joint works at Dharmavaram station from January 1893 to December 1895.

Máyavaram-Mutupet Railway (metre gauge).

23. The line is worked by the South Indian Railway Company at the same percentage of expenses to earnings as prevails on the South Indian, the Pondicherry and the Máyavaram-Mutupet railways, *plus* a charge of 5 per cent. of the gross receipts of the Máyavaram-Mutupet railway for the hire of rolling-stock lent by the South Indian railway.

The mean mileage worked during the year was 53·99 miles, the same as in the previous year.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	53·99	130,411	2,42,024	1,48,355	93,669	61·30	86	3·83
1896	53·99	124,446	2,47,771	1,48,410	99,361	59·90	88	4·06
Increase or decrease . . .	...	−5,965	+5,747	+55	+5,692	−1·40	+2	+0·23
Percentage of increase or decrease	...	−4·57	+2·37	+0·04	+6·08	...	+2·33	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	1,74,721	1,83,356	+8,635
Goods	65,880	62,270	−3,610
Electric telegraph	990	1,225	+235
Sundries	433	920	+487
TOTAL .	2,42,024	2,47,771	+5,747

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	355	434	10,972	3,769	999,736	1,67,606	1,011,063	1,71,809
1896	355	425	11,126	3,914	1,077,937	1,75,752	1,089,418	1,80,091
Increase or decrease . . .	...	−9	+154	+145	+78,201	+8,146	+78,355	+8,282

The increase in the number of passengers carried and in the earnings therefrom under all classes, with the exception of the first class, was due to the general improvement in the traffic.

The average sum received for carrying a passenger one mile amounted to 2·02 pies against 2·03 pies in the previous year.

The coaching earnings per passenger train mile were R2·06 against R2·00.

Goods.—The following is a summary of the tonnage of goods lifted and the goods earnings as compared with those of the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	44,760	50,573	57,657	57,510	+12,897	+6,937
Military stores	6	18	12	23	+6	+5
Railway materials for construction (Home line only)	55,109	11,532	9,383	954	—45,726	—10,578
Coal and coke for revenue only	2,748	860	2,586	797	—162	—63
Revenue stores other than coal and coke	40,856	2,579	28,988	2,588	—11,868	+9
Live-stock	4	12	16	38	+12	+26
Rents, miscellaneous, etc.	...	306	...	360	...	+54
TOTAL	143,483	65,880	98,642	62,270	—44,841	—3,610

The increase under "General merchandise" occurred chiefly under "Grain and pulse" (11,247 tons and R6,409).

The average sum received for carrying a ton of goods one mile amounted to 7·51 pies against 5·47 pies in the previous year.

The goods earnings per goods train-mile were R1·75 against R1·53.

Working expenses.

The following table compares the working expenses of the railway during 1896 with the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	30,520	12·61	29,629	11·96	—891	—0·65
Locomotive expenses	50,712	20·95	49,707	20·06	—1,005	—0·89
Carriage and wagon expenses	16,227	6·71	15,225	6·14	—1,002	—0·57
Traffic expenses	19,815	8·19	21,626	8·73	+1,811	+0·54
General charges	17,311	7·15	17,654	7·13	+343	—0·02
Special and miscellaneous expenditure	13,770	5·69	14,569	5·88	+799	+0·19
TOTAL	1,48,355	61·30	1,48,410	59·90	+ 55	—1·40

Assam-Bengal Railway (metre gauge).

24. The open mileages of the several sections were as follows:

	Miles.
Chittagong Port to Chittagong	1·87
Chittagong to Comilla and Chandpur branch	127·61
Comilla to Akhaura	29·41
Akhaura to Badarpur	127·01
	285·90

The mean mileage worked during the year 1896 was 168·61 miles against 64·64 miles in the previous year. The increase was due to the opening of the following lengths of lines:

	Miles.
Comilla to Akhaura, on 1st January 1896	29·41
Akhaura to Badarpur, on 4th December 1896	127·01

The following table shows the general results of the year's working:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1896 .	168·61	264,849	6,18,785	5,85,547	33,238	94·63	71	0·13

No comparisons can be made with the previous year as the first portion of the line was opened to traffic on the 1st July 1895.

The gross earnings under main heads were as follows:

Gross earnings.

	₹
Coaching	3,86,076
Goods	2,17,236
Electric telegraph	8,608
Sundries	6,865
TOTAL	6,18,785

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, were as follows:

	First class.		Second class.		Third class.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1896 .	1,006	4,441	4,126	7,688	675,702	3,56,613	680,834	3,68,742

The average sum received for carrying a passenger one mile amounted to 3·07 pies.

The coaching earnings per passenger train-mile were ₹ 3·92.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	1896.	
	Tons.	₹
General merchandise	20,591	74,437
Railway materials for construction (Home line only)	174,181	1,34,032
Coal and coke for the public and foreign railways	3,172	1,596
Coal and coke for construction (Home line only)	1,217	1,163
Coal and coke for revenue only	2,930	3,417
Revenue stores other than coal and coke	2,526	2,190
Rents, miscellaneous, etc.	...	401
TOTAL	204,617	2,17,236

The goods earnings were chiefly derived from "General merchandise" and "Railway materials for construction."

The average sum received for carrying a ton of goods one mile amounted to 3·29 pies.

The goods earnings per goods train mile were ₹1·31.

No comparison with the previous year is possible, but generally speaking it may be said that all classes of goods traffic show a steady increase, and the goods traffic will develope more rapidly on the completion of the feeder roads to the stations which are under construction.

Working expenses.

The following table shows the working expenses of the railway for the year 1896:

	1896.	
	Amount.	Per cent. on gross earnings.
	₹	
Maintenance of way, works and stations	1,48,794	24·05
Locomotive expenses	1,52,059	24·57
Carriage and wagon expenses	31,742	5·13
Traffic expenses	1,10,054	17·79
General charges	1,35,042	21·82
Special and miscellaneous expenditure	7,856	1·27
TOTAL	5,85,547	94·63

Traffic working.

An agreement for through booking, *viâ* Chandpur and Goalundo, has been entered into with the Eastern Bengal State railway and River Steam Navigation Companies and was brought into operation from the 1st July 1896.

From the 1st November 1896, two mixed trains were run daily between Chittagong and Akhaura and *vice versâ*, and one mixed train daily between Láksám and Chandpur and *vice versâ*.

Rates and fares.

The principal alterations in the goods rates will be found noted on page 168, Part I, of the Administration report.

Burma Railways (metre gauge).

25. The division of this railway system between Imperial and Provincial sections is shown below:

	Miles.	Miles.
Imperial section—		
Sagaing to Nankan Nankan to Mohnyin Mohnyin to Mogaung Nahakaung to Katha		309·06
Provincial section—		
Prome-Rangoon-Mandalay	547·00	
Suburban lines at Rangoon	9·00	
Mandalay shore line	2·50	
Myohaung to Amarapura shore	6·00	
Branch line from Meiktila road station to Meiktila Cantonment	12·89	577·39
TOTAL		886·45

The mean mileage worked during the year 1896 was 871·63 miles against 762·91 miles in the previous year. The increase was due to the opening of the following lengths of lines:

	Miles.
Nankan to Mohnyin Nahakaung to Katha } on 21st October 1895	88·75
Mohnyin to Mogaung on 1st March 1896 (except for a period of about a month during the rains)	52·34

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earnings on total capital outlay including steamboat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	762·91	2,008,779	67,11,063	40,08,706	27,02,357	59·73	169	3·70
1896	871·63	2,477,827	76,08,559	46,22,808	29,85,751	60·76	167	3·87
Increase or decrease .	+108·72	+469,048	+8,97,496	+6,14,102	+2,83,394	+1·03	—2	+0·17
Percentage of increase or decrease . .	+14·25	+23·35	+13·37	+15·32	+10·49	...	—1·18	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with those of the previous year:

	Previous year.	1896.	Increase.
	₹	₹	₹
Coaching	35,48,016	39,09,035	3,61,019
Goods	30,93,930	35,47,852	4,53,922
Electric telegraph	22,661	25,232	2,571
Steam-boat	6,553	28,990	22,437
Sundries	39,903	97,450	57,547
TOTAL .	67,11,063	76,08,559	8,97,496

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year .	19,929	84,137	236,688	1,88,419	6,536,139	30,99,415	6,792,756	33,71,971
1896 . .	20,829	92,514	255,263	2,11,183	7,443,334	34,20,317	7,719,426	37,24,014
Increase .	900	8,377	18,575	22,764	907,195	3,20,902	926,670	3,52,043

The improvement under all classes of passenger traffic was ascribed generally to the increase in the mean mileage worked, to the reduction of the third class passenger fares on the Mu Valley section from pies 3 to pies 2 per mile, and to the general development of the passenger traffic.

The average sum received for carrying a passenger one mile was 3·08 pies against 3·13 pies in the previous year.

The coaching earnings per passenger train-mile were R3·72 against R3·83.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	581,093	27,98,821	668,148	31,46,897	+87,055	+3,48,076
Military stores	987	24,184	739	19,689	—248	—4,495
Railway materials for construction (Home line only)	116,549	40,701	186,309	1,29,446	+69,760	+88,745
Coal and coke for the public and foreign railways	463	371	349	235	—114	—136
Coal and coke for construction (Home line only)	486	136	1,886	632	+1,400	+496
Coal and coke for revenue only	57,477	56,135	44,400	64,565	—13,077	+8,430
Revenue stores other than coal and coke	162,909	82,155	91,891	71,838	—71,018	—10,317
Live-stock	3,901	85,152	4,644	1,08,656	+743	+23,504
Rents, miscellaneous, etc.	....	6,275	...	5,894	...	—381
TOTAL	923,865	30,93,930	998,366	35,47,852	+74,501	+4,53,922

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. R
Rice not in the husk	27,874	1,90,544
Steel rails and fish plates	3,863	34,016
Stone and lime	11,065	19,781
Sugar, unrefined	2,265	12,734
Timber	18,848	30,598
Firewood	21,131	23,947
	Decrease.	Decrease.
Rice in the husk	12,983	22,085
Fish and prawns	962	13,803

The above variations were principally due to the following causes:

Rice not in the husk.—The increase was due to the despatch of large consignments of this commodity to Upper Burma, consequent on the scarcity in the Yaméthin, Meiktila and other districts north of Toungoo.

Steel rails and fish plates.—The increase was due to the carriage of materials for the Mandalay-Kunlon railway.

Stone and lime.—The increase was due chiefly to the carriage of laterite from Wanetchaung to Rangoon for road metalling.

Sugar, unrefined.—The increase was due to the large improvement in the traffic to Mandalay.

Timber.—The increase was due to a better trade and larger export of sleepers to India.

Fire wood.—The improvement was due to the increased requirements for the brick making trade.

Rice in the husk.—The decrease was due to the absence of heavy long distance traffic from stations in the Kyaukśi district to Rangoon as in 1895.

Fish and prawns.—The decrease was probably due to the diversion of the traffic to the Flotilla Company.

The average sum received for carrying a ton of goods one mile amounted to 6·89 pies against 7·09 pies in the previous year.

The goods earnings per goods train-mile were R2·49 against R2·86.

Working expenses.

The following table shows the working expenses of the railway during 1896 as compared with the previous year:

	Previous year.		1896.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	10,98,287	16·36	12,72,100	16·72	1,73,813	+0·36
Locomotive expenses	13,01,077	19·39	14,36,896	18·89	1,35,819	—0·50
Carriage and wagon expenses	3,47,334	5·18	4,15,688	5·46	68,354	+0·28
Traffic expenses	7,10,522	10·59	8,20,094	10·78	1,09,572	+0·19
General charges	4,12,565	6·15	5,08,517	6·68	95,952	+0·53
Steam-boat service	62,036	0·92	83,390	1·10	21,354	+0·18
Special and miscellaneous expenditure	76,885	1·14	86,123	1·13	9,238	—0·01
Total	40,08,706	59·73	46,22,808	60·76	6,14,102	+1·03

The increase under "Maintenance of way, works and stations" was chiefly due to the relaying of 22 miles of permanent-way against 11 miles in 1895, to the increased mileage worked, to the heavy repairs to stations and buildings and to a depreciation on stores.

The increase in the "Locomotive expenses" was chiefly due to the increased traffic and the extra length of line opened, to the employment of extra staff and to the carriage of coal and wood fuel to the Upper district on account of the shortness of wood fuel.

The increase in the "Carriage and wagon expenses" was mainly due to heavy repairs and renewals of vehicles which could not be taken in hand in former years owing to the erection of new stock, as also to the examination and turning of shoulders of steel axles several of which had failed.

The increase in the "Traffic expenses" was due to the appointment and promotion of certain Traffic officers and to the entertainment of additional staff consequent on the increased length of line open, to the grant of increments and allowances and to the printing of new coaching and goods tariffs.

The increase under "General charges" was chiefly due to the first charge to revenue on account of the Home Board establishment and Government supervision and to the increase in the length of line opened.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted on pages 167 and 169, Part I, of the Administration report.

Rohilkund and Kumaon Railway system (metre gauge).

26. The open mileages of the two sections were as follows:

	Miles.
Lucknow-Bareilly railway, Government section	231·17
Company's section	53·92

The mean mileage worked during the year 1896 was 279·42* miles against 281·82* miles in the previous year. The decrease of 2·40 miles was due to the closing of the Dudwa fair weather branch for a longer period.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	*281·82	465,536	12,30,438	7,62,774	4,67,664	61·99	84	4·33
1896 . .	*279·42	461,507	12,54,504	7,96,375	4,58,129	63·48	86	4·15
Increase or decrease .	—2·40	—4,029	+24,066	+33,601	—9,535	+1·49	+2	—0·18
Percentage of increase or decrease .	—0·85	—0·87	+1·96	+4·41	—2·04	...	+2·38	...

Surplus profits.

The divisible surplus profits of the Lucknow-Bareilly section for the first-half of 1896, at the date of submission of the accounts, amounted to ₹32,079 against ₹38,920 in the previous corresponding half-year, a decrease of ₹6,841. There were no surplus profits in the second-half of 1896, the net earnings, which amounted to ₹94,158 after deduction of contribution to the Provident Fund, having fallen short of the interest charges by ₹78,894.

Gross earnings.

The net earnings of the Lucknow-Bareilly section, after paying the Company's share of surplus profits and interest charges, showed a loss of ₹60,230 against a loss of ₹51,440 in the previous year.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1896.	Increase or decrease.
	₹	₹	₹
Coaching	5,48,529	5,24,075	—24,454
Goods	5,74,854	5,99,521	+24,667
Electric telegraph	6,322	7,402	+1,080
Sundries	1,00,733	1,23,506	+22,773
TOTAL .	12,30,438	12,54,504	+24,066

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
	No.	₹	No.	₹	No.	₹	No.	₹	No.	₹
Previous year .	4,412	34,972	14,089	57,028	10,187	8,740	1,009,753	3,77,619	1,038,441	4,78,359
1896 . .	4,267	31,386	14,657	56,653	9,702	7,818	930,168	3,59,773	958,794	4,55,630
Increase or decrease . .	—145	—3,586	+568	—375	—485	—922	—79,585	—17,846	—79,647	—22,729

* Including 12 miles of the Lucknow-Bareilly section from Bhojeepura to Bareilly worked over.

† Including contribution to the Provident Fund, but excluding bonus to the fund.

The decreases both in the number of passengers carried and in the earnings, excepting a small increase in number under second class, were chiefly due to the reduction in the charge for special trains run for His Honour the Lieutenant Governor, and to the general scarcity prevailing among the people of the districts served by this railway.

The average sum received for carrying a passenger one mile amounted to pies 2·69 against pies 2·66 in the previous year.

The coaching earnings per passenger train-mile were R3·10 against R3·07.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	212,174	5,38,028	215,197	5,60,563	+3,023	+22,535
Military stores	526	3,755	610	4,122	+84	+367
Railway materials for construction (Home line only)	16,581	4,639	37,870	14,624	+21,289	+9,985
Coal and coke for the public and foreign railways	97	99	193	191	+96	+92
Coal and coke for revenue only	263	398	31	61	—232	—337
Revenue stores other than coal and coke	49,360	25,963	32,135	15,999	—17,225	—9,964
Live-stock	19	357	17	234	—2	—123
Rents, miscellaneous, etc.	...	1,015	...	3,727	...	+2,112
TOTAL	2,79,020	5,74,854	2,86,053	5,99,521	+7,033	+24,667

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	3,217	2,217
Provisions	1,795	16,985
Sugar	10,071	31,919
	Decrease.	Decrease.
Hides and skins	743	2,376
Railway plant and rolling stock carried for the public and foreign railways	3,906	11,770
Stone and lime	2,032	2,176

The above variations were principally due to the following causes:

Grain and pulse.—The increase was due to larger exports from Sitapur, Kamálpur, Lakhímpur and Sidhauli stations to foreign railways *vid* Lucknow.

Provisions.—The increase was due mainly to the heavy potato traffic from Haldwání *vid* the Lucknow-Bareilly railway, owing to a good hill potato crop.

Sugar.—The increase was due to the larger exports of sugar, chiefly from Pilibhit *vid* Bareilly, and from Gola, Lakhímpur and Sitapur *vid* Lucknow.

Hides and skins.—The decrease under this head was due to smaller exports to foreign lines *vid* Lucknow.

Railway plant and rolling stock carried for the public and foreign railways.—The decrease was due to a smaller number of sleepers carried for the Bengal and North-Western railway in the 1st-half of 1896.

Stone and lime.—The decrease was due to no ballast and kunker having been carried during the year for the Bareilly-Rampur-Moradabad railway.

The average sum received for carrying a ton of goods one mile amounted to 6·96 pies against 6·38 pies in the previous year.

The goods earnings per goods train-mile were R2·05 against R2·00.

Working expenses.

The following table compares the working expenses of the railway system during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,60,447	13·04	1,84,165	14·68	+23,718	+1·64
Locomotive expenses	1,80,741	14·69	1,65,544	13·20	*−15,197*	*−1·49*
Carriage and wagon expenses	54,553	4·43	59,327	4·73	+4,774	+0·30
Traffic expenses	1,25,579	10·21	1,16,095	9·25	*−9,484*	*−0·96*
General charges	1,53,744	12·49	1,57,364	12·54	+3,620	+0·05
Special and miscellaneous expenditure	87,710	7·13	1,13,880	9·08	+26,170	+1·95
TOTAL	7,62,774	61·99	7,96,375	63·48	+33,601	+1·49

The increase under "Maintenance of way, works and stations" was chiefly due to a larger renewal of sleepers and to heavier repairs of bridges.

The decrease in the "Locomotive expenses" was due mainly to the introduction of wood fuel on the Lucknow-Bareilly section and to the improved quality of the fuel used.

The increase in the "Carriage and wagon expenses" was due to the fitting of wagons with heavier axles.

The decrease in the "Traffic expenses" is accounted for by a temporary reduction under "Superintendence" due to transfers; and by reductions in the train and station staff.

The increase in the "Special and miscellaneous expenditure" was due to the inclusion of the expenses of all out-agencies in the working expenses of the open system.

Bengal Dooars Railway (metre gauge).

General results.

27. The following table shows the general results of the year's working as compared with the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	36·40	38,866	2,53,537	1,26,079	1,27,458	49·73	125	5·48
1896	36·40	46,385	2,70,451	1,38,637	1,31,814	51·26	136	5·42
Increase or decrease	...	+7,519	+16,914	+12,558	+4,356	+1·53	+11	*−0·06*
Percentage of increase	...	+19·35	+6·67	+9·96	+3·42	...	+8·80	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	50,409	49,993	—416
Goods	1,80,927	2,05,783	+24,856
Electric telegraph	310	271	—39
Steam-boat (Ferry)	16,120	13,826	—2,294
Sundries	5,771	578	—5,193
TOTAL	2,53,537	2,70,451	+16,914

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	340	1,183	1,548	3,274	589	397	148,225	38,157	150,702	43,011
1896	441	1,490	1,557	2,700	1,065	663	147,239	37,908	150,302	42,761
Increase or decrease	+101	+307	+9	—574	+476	+266	—986	—249	—400	—250

The increase both in the number of passengers carried and in the earnings in the case of the first and intermediate classes was due to ordinary fluctuations of traffic, while the decrease under second and third classes is stated to have been due to shorter distance travelled.

The average sum received for carrying a passenger one mile amounted to 3·30 pies against 3·31 pies in the previous year.

The coaching earnings per passenger train-mile were R2·32 against R2·40.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	23,699	1,69,630	26,623	1,93,405	+ 2,924	+23,775
Railway materials for construction (Home line only)	3,482	1,125	724	4,228	—2,758	+3,103
Coal and coke for the public and foreign railways	1,747	8,244	954	4,429	—793	—3,815
Coal and coke for revenue only	184	359	802	1,346	+618	+987
Revenue stores other than coal and coke	1,554	396	...	...	—1,554	—396
Rents, miscellaneous, etc.	...	1,173	...	2,374		+1,201
TOTAL	30,666	1,80,927	29,103	2,05,782	—1,563	+24,855

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase. Tons.	Increase.
Rice not in the husk	1,873	10,105
Iron	613	5,737
Tea	1,022	9,725

The above variations were principally due to the following causes:

Rice not in the husk.—The increase was due to larger consignments to Ramshai Hat, Chalsa Road, Mal Bazar and Dam-Dim, in consequence of the failure of crops at those places.

Iron.—The increase was chiefly due to the development of the traffic at Chalsa Road, Mal Bazar and Dam-Dim.

Tea.—The increase under this head was due to larger bookings for the Calcutta market.

The average sum received for carrying a ton of goods one mile amounted to 58·89 pies against 44·78 pies in the previous year.

The goods earnings per goods train-mile were R8·27 against R10·14.

Working expenses.

The following table compares the working expenses of the railway during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations . .	20,132	7·94	20,853	7·71	+721	—0·23
Locomotive expenses .	18,346	7·24	21,262	7·86	+2,916	+0·62
Carriage and wagon expenses . .	4,312	1·70	6,355	2·35	+2,043	+0·65
Traffic expenses . .	20,579	8·12	29,096	10.76	+8,517	+2·64
General charges . .	31,207	12·31	32,281	11·94	+1,074	—0·37
Steam-boat service (Ferry) .	28,331	11·17	23,933	8·85	—4,398	—2·32
Special and miscellaneous expenditure . . .	3,172	1·25	4,857	1·79	+1,685	+0·54
TOTAL .	1,26,079	49·73	1,38,637	51·26	+12,558	+1·53

The increase in the "Locomotive expenses" was principally due to the additional train-mileage run, and to heavy repairs to engines.

The increase in the "Carriage and wagon expenses" was chiefly due to painting coaching and goods stock.

The increase in the "Traffic expenses" was partly due to increased handling charges and partly to the higher rate of pay given to the station staff to obtain better men.

The decrease under "Steam-boat service" was due to boating being done departmentally instead of by contract.

Dibru-Sadiya Railway (metre gauge).

28. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	77·50	180,999	6,01,143	3,31,599	2,69,544	55·16	149	3·64
1896	77·50	188,920	6,47,360	3,35,074	3,12,286	51·76	161	4·
Increase or decrease	...	+7,921	+46,217	+3,475	+42,742	—3·40	+12	+0·58
Percentage of increase	...	+4·38	+7·69	+1·05	+15·86	...	+8·05	...

Under terms of the contract for the construction and maintenance of this line, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of ₹1,00,000. The net earnings of the year ended the 30th June 1896, ₹2,89,263, having fallen short of the interest charges, ₹4,38,524, by ₹1,49,261, the maximum subsidy of ₹1,00,000 was paid to the Company.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase.
Coaching	1,22,271	1,27,739	5,468
Goods	4,49,935	4,72,023	22,088
Electric telegraph	12,216	13,684	1,474
Sundries	16,727	33,914	17,187
TOTAL	6,01,143	6,47,360	46,217

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	4,322	10,507	2,600	3,842	1,97,131	91,449	2,04,053	1,05,798
1896	3,823	9,653	2,497	3,715	2,10,764	96,256	2,17,084	1,09,624
Increase or decrease	—499	—854	—103	—127	+13,633	+4,807	+13,031	+3,826

The increase under the third class is attributed partly to the movements of tea garden and other imported coolies, but chiefly to a general development of the passenger traffic.

Of the increase of ₹1,642 from other coaching traffic, ₹793 were under "Passengers' luggage" and ₹450 under "Post office".

The average sum received for carrying a passenger one mile amounted to pies 4·41 against pies 4·46 in the previous year.

The coaching earnings per passenger train-mile were R3·35 against R3·23

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise .	37,296	2,51,280	38,140	2,69,174	+844	+17,894
Coal and coke for the public and foreign railways . . .	1,65,475	1,96,460	1,70,955	2,01,175	+5,480	+4,715
Revenue stores other than coal and coke .	3,677	1,504	4,164	872	+487	—632
Live-stock . . .	42	393	52	470	+10	+77
Rents, miscellaneous, etc.	....	298	...	332	...	+34
TOTAL .	2,06,490	4,49,935	2,13,311	4,72,023	+6,821	+22,088

Of the fluctuations of traffic under "General merchandise," the only variation of importance was an increase of 1,804 tons and R12,851 under "Grain and pulse," due, it is explained, to the imports of food-grains by the collieries and tea gardens.

The average sum received for carrying a ton of goods one mile amounted to 7·66 pies against 7·49 pies in the previous year.

The goods earnings per goods train-mile were R3·13 against R3·14.

The following table compares the working expenses of the railway during 1896 with those of the previous year:

Working expenses.

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
Maintenance of way, works and stations .	R 1,02,593	17·07	R 96,849	14·96	R —5,744	—2·11
Locomotive expenses .	70,131	11·67	73,696	11·38	+3,565	—0·29
Carriage and wagon expenses . . .	39,213	6·52	43,945	6·79	+4,732	+0·27
Traffic expenses . .	41,214	6·85	40,715	6·29	—499	—0·56
General charges . .	77,116	12·83	78,500	12·13	+1,384	—0·70
Special and miscellaneous expenditure . .	1,332	0·22	1,369	0·21	+ 37	—0·01
TOTAL .	3,31,599	55·16	3,35,074	51·76	+3,475	—3·40

The decrease under "Maintenance of way, works and stations" was chiefly due to a credit taken for materials and labour supplied to the tea gardens for the construction of sidings, and the increase under "Carriage and wagon expenses" was due to the extensive repairs to stock and the conversion of 6 covered goods wagons into 4 luggage and 2 inspectors' vans.

The Gaekwar's Mehsána Railway (metre gauge).

29. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	92·63	109,489	3,38,444	1,36,004	2,02,440	40·19	70	6·22
1896	92·63	102,051	4,23,283*	1,52,020	2,71,263	35·91	88	8·32
Increase or decrease	...	—7,438	+84,839	+16,016	+68,823	—4·28	+ 18	+2·10
Percentage of increase or decrease	...	— 6·79	+25·07	+11·78	+34·00	...	+25·71	...

The following table shows the gross earnings under main heads as compared with those of the previous year:

Gross earnings.

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	1,73,290	1,80,486	+ 7,196
Goods	1,58,429	2,37,073*	+78,644
Electric telegraph	4,117	4,907	+ 790
Sundries	2,608	817	— 1,791
TOTAL.	3,38,444	4,23,283*	+ 84,839

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	276	589	3,573	3,058	667,041	1,60,538	670,890	1,64,185
1896	377	833	4,311	3,881	692,815	1,66,149	697,503	1,70,863
Increase	101	244	738	823	25,774	5,611	26,613	6,678

The improvement in the passenger traffic is ascribed to ordinary development.

The earnings from other coaching traffic increased from R9,105 to R9,623, or by R518 only.

The average sum received for carrying a passenger one mile amounted to 2·30 pies against 2·29 pies in the previous year.

The coaching earnings per passenger train-mile were R2·99 against R2·96.

* Including R80,834 credited for terminal charges for previous years.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	116,092	1,53,605	94,396	1,55,071	— 21,696	+ 1,466
Military stores	4	16	3	11	— 1	— 5
Railway materials for construction (Home line only)	7,176	3,464	551	304	— 6,625	— 3,160
Coal and coke for the public and foreign railways	8	15	7	+ 15	— 1	...
Revenue stores other than coal and coke	912	241	80	37	— 832	— 204
Live-stock	230	345	66	238	— 164	— 107
Rents, miscellaneous, etc.	...	743	...	81,397*	...	+ 80,654*
TOTAL	124,422	1,58,429	95,103	2,37,073*	— 29,319	+ 78,644*

The increase in the goods earnings was chiefly due to the credit of ₹80,834 during 1896 on account of terminal charges for previous years.

The principal fluctuations under "General merchandise" were an increase of ₹10,800 under "Grain and pulse other than wheat," derived from traffic forwarded from the Mehsána-Patan section to *vid* Sábarmati and from stations on the Rajputana-Malwa railway to stations beyond Viramgám, and a decrease of 19,530 tons and ₹13,482 under "Oil-seeds," attributable to a falling off in the traffic forwarded from the Mehsána-Patan and Mehsána-Kheralu branches to Bombay *vid* Sábarmati.

The average sum received for carrying a ton of goods one mile amounted to 10·25 pies† against 8·56 pies in the previous year.

The goods earnings per goods train-mile were ₹3·75† against ₹3·11.

Working expenses.

The following table shows the working expenses during 1896 as compared with the previous year:

	Previous year.		1896.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	23,519	6·95	30,013	7·09	6,494	+ 0·14
Locomotive expenses	57,666	17·04	58,695	13·87	1,029	— 3·17
Carriage and wagon expenses	13,800	4·08	15,343	3·62	1,543	— 0·46
Traffic expenses	21,913	6·47	25,627	6·05	3,714	— 0·42
General charges	16,848	4·98	19,733	4·66	2,885	— 0·32
Special and miscellaneous and expenditure	2,258	0·67	2,609	0·62	351	— 0·05
TOTAL	1,36,004	40·19	1,52,020	35·91	16,016	— 4·28

As the working expenses are based on the same percentage of expenses on the gross earnings as obtain on the Rajputana-Malwa and the Gaekwar's Mehsána railways, no explanation of fluctuations under the several abstracts is necessary.

* Including ₹80,834 credited for terminal charges for previous years.

† Calculated on the amount excluding terminals (₹80,834) for previous years credited during the year 1896.

Jodhpore-Bickaneer Railway (metre gauge).

JODHPORE SECTION.

30. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	320·50	296,330	9,74,738	4,05,492	5,69,246	41·60	58	8·85
1896	320·50	322,870	11,64,465	4,26,192	7,38,273	36·60	70	11·44
Increase or decrease . .	...	+26,540	+1,89,727	+20,700	+1,69,027	−5·00	+12	+2·59
Percentage of increase . .	...	8·96	19·46	5·10	29·69	...	20·69	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1896.	Increase.
	₹	₹	₹
Coaching	5,04,146	5,15,654	11,508
Goods	4,54,682	6,30,535	1,75,853
Electric telegraph	15,513	16,710	1,197
Sundries	397	1,566	1,169
TOTAL .	9,74,738	11,64,465	1,89,727

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year . . .	1,039	7,716	6,236	13,253	7,41,203	4,38,504	7,48,478	4,59,473
1896	1,325	9,518	6,133	13,503	7,48,699	4,41,014	7,55,557	4,64,035
Increase or decrease .	+286	+1,802	−103	+250	+6,896	+2,510	+7,079	+4,562

There was an increase of ₹6,947 in the earnings from other coaching traffic, of which ₹3,718 was under "Carriages, horses, dogs, etc."

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, 2·08 pies.

The coaching earnings per passenger train-mile were R3·57 against R3·20.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	77,820	4,43,479	1,12,167	6,14,784	+34,347	+1,71,305
Military stores	24	322	15	250	−9	−72
Railway materials for construction	...	...	1,559	636	+1,559	+636
Coal and coke for the public and foreign railways	241	654	344	2,236	+103	+1,582
Coal and coke for revenue only	3,225	5,611	3,648	8,173	+423	+2,562
Revenue stores other than coal and coke	2,035	1,783	1,683	1,612	−352	−171
Live-stock	48	1,077	53	977	+5	−100
Rents, miscellaneous, etc.	...	1,756	...	1,867	...	+111
TOTAL	83,393	4,54,682	1,19,469	6,30,535	+36,076	+1,75,853

Of the fluctuations under "General merchandise", the most noticeable was an increase of 32,948 tons and R1,76,796 under "Grain and pulse," due, it is explained, to the increased traffic consequent on the prevalence of famine in the Bickaneer State.

The average sum received for carrying a ton of goods one mile amounted to 10·77 pies against 11·93 pies in the previous year.

The goods earnings per goods train-mile were R3·53 against R3·28.

Working expenses.

The following table compares the working expenses during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	1,17,708	12·08	1,19,202	10·24	+1,494	−1·84
Locomotive expenses	1,48,842	15·27	1,64,467	14·12	+15,625	−1·15
Carriage and wagon expenses	40,532	4·16	24,381	2·09	−16,151	−2·07
Traffic expenses	57,989	5·95	62,479	5·37	+4,490	−0·58
General charges	34,798	3·57	36,579	3·14	+1,781	−0·43
Special and miscellaneous expenditure	5,623	0·57	19,084	1·64	+13,461	+1·07
TOTAL	4,05,492	41·60	4,26,192	36·60	+20,700	−5·00

The principal fluctuations were an increase of R15,625 under "Locomotive expenses," due to the additional train-miles run and the higher prices paid for fuel; a decrease of R16,151 under "Carriage and wagon expenses," due to the inclusion of royalty for Jones' patent buffers and the cost of renewing axles in the expenses of 1895; and an increase of R13,461 under "Special and miscellaneous expenditure," due chiefly to payments for mileage and demurrage of foreign stock on account of more inwards traffic.

BICKANEER SECTION.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	43·50	32,103	86,538	41,442	45,096	47·89	38	4·65
1896	43·50	35,938	1,20,727	45,345	75,382	37·56	53	7·75
Increase or decrease	...	+3,835	+34,189	+3,903	+30,286	—10·33	+15	+3·10
Percentage of increase	...	11·95	39·51	9·42	67·16	...	39·47	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	39,192	42,544	+3,352
Goods	38,681	67,695	+29,014
Electric telegraph	8,337	10,487	+2,150
Sundries	328	1	—327
TOTAL	86,538	1,20,727	+34,189

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	150	623	742	997	82,581	33,308	83,473	34,928
1896	311	1,019	766	1,033	92,165	35,393	93,242	37,445
Increase	161	396	24	36	9,584	2,085	9,769	2,517

The increase is ascribed to a steady improvement, specially in the third class passenger traffic.

The average sum received for carrying a passenger one mile amounted to 2·09 pies against 2·07 pies in the previous year.

The coaching earnings per passenger train-mile were R2·83 against R2·20.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	12,712	37,207	29,721	64,987	17,009	27,780
Military stores	6	45	8	60	2	15
Coal and coke for the public and foreign railways	146	319	344	816	198	497
Coal and coke for revenue only	734	583	1,120	870	386	287
Revenue stores other than coal and coke	36	22	164	93	128	71
Live-stock	...	...	2	24	2	24
Rents, miscellaneous, etc.	...	505	...	845	...	340
TOTAL	13,634	38,681	31,359	67,695	17,725	29,014

The noticeable increase under "General merchandise" occurred under "Grain and pulse," 14,814 tons and R27,027, due to the increased traffic consequent on the prevalence of famine.

The average sum received for carrying a ton of goods one mile amounted to 10·13 pies against 12·76 pies in the previous year.

The goods earnings per goods train-mile were R3·24 against R2·70.

Working expenses.

The following table compares the working expenses during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	9,854	11·39	10,214	8·46	+360	−2·93
Locomotive expenses	15,708	18·15	18,002	14·91	+2,294	−3·24
Carriage and wagon expenses	5,156	5·96	2,691	2·23	−2,465	−3·73
Traffic expenses	6,541	7·56	8,009	6·63	+1,468	−0·93
General charges	4,020	4·64	4,665	3·87	+645	−0·77
Special and miscellaneous expenditure	163	0·19	1,764	1·46	+1,601	+1·27
TOTAL	41,442	47·89	45,345	37·56	+3,903	−10·33

The increases were due to the expansion of traffic, and the decrease under "Carriage and wagon exepnses" to the inclusion of royalty for Jones' patent buffers and the cost of renewing axles in the expenses of 1895.

Oodeypore-Chitore Railway (metre gauge).

31. As the line, 60·39 miles in length, was open for five months only in 1895, no useful comparison can be made between the earnings and expenditure for that year and for 1896.

The following table shows the general results of working during the year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	*R*	*R*	*R*		*R*	
1896	60·35	47,324	1,35,220	81,469	53,751	60·25	43	3·44

Gross earnings.

The gross earnings under main heads were as follows:

	R
Coaching	96,713
Goods	37,518
Electric telegraph	959
Sundries	30
TOTAL .	1,35,220

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		*R*		*R*		*R*
1896	510	1,829	1,714	3,239	199,124	84,762	201,348	89,830

The earnings from other coaching traffic amounted to R6,884, of which R2,550 were under "Passengers' luggage", R1,206 under "Carriages, horses, dogs, etc.", R1,560 under "Parcels", R397 under "Special trains", and R1,081 under "Post office".

The average sum received for carrying a passenger one mile was 2·35 pies.

The coaching earnings per passenger train-mile were R3·09.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings derived therefrom:

	Tons.	*R*
General merchandise	12,077	33,607
Military stores	10	72
Railway materials for construction (Home line only)	155	101
Revenue stores other than coal and coke . .	11,566	2,645
Rents, miscellaneous, etc.	...	1,093
TOTAL .	23,808	37,518

The traffic under "General merchandise" consisted chiefly of the following commodities:

	Tons.	₹
Cotton, raw	1,191	4,352
Cotton, manufactured	674	2,967
Grain and pulse	3,422	5,687
Metals	297	963
Provisions	674	1,823
Salt	1,162	2,417
Sugar	1,076	2,605
Tobacco	639	1,928

The average sum received for carrying a ton of goods one mile amounted to 11·98 pies.

The goods earnings per goods train-mile were ₹2·35.

Working expenses.

The following table shows the working expenses of the line during 1896:

	1896.	
	Amount.	Per cent. on gross earnings.
	₹	
Maintenance of way, works and stations	30,414	22·49
Locomotive expenses	23,244	17·19
Carriage and wagon expenses	6,130	4·53
Traffic expenses	10,181	7·53
General charges	7,869	5·82
Special and miscellaneous expenditure	3,631	2·69
TOTAL	81,469	60·25

The line is worked, as regards maintenance, for the actual expenditure incurred *plus* ten per cent. for supervision. The expenditure under the remaining abstracts is calculated at the same percentage of expenditure to earnings as prevails on the Rajputana-Malwa Railway system.

Bhávnagar-Gondal-Junágarh-Porbandar, including the Jetalsar-Rájkot, Railway (metre gauge).

32. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay,† including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year 1896	379·69	601,157	21,35,559	12,36,893	8,98,666	57·92	108	4·70
	379·69	595,086	21,77,995	11,04,482	10,73,513	50·71	110	5·62
Increase or decrease	...	—6,071	+42,436	—1,32,411	+1,74,847	—7·21	+2	+0·92
Percentage of increase or decrease	...	—1·01	+1·99	—10·71	+19·46	...	+1·85	...

* Includes 4·50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.

† Excluding outlay on quarry and dock estate lines.

Gross earnings.

The following table shows the gross earnings, under main heads as compared with the previous year:

	Previous year.	1896.	Increase or decrease.
	R	R	R
Coaching	11,00,957	11,32,792	+31,835
Goods	9,82,739	9,92,244	+9,505
Electric telegraph	16,625	18,811	+2,186
Sundries	35,238	34,148	—1,090
TOTAL	21,35,559	21,77,995	+42,436

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	6,404	18,010	47,982	55,906	1,910,164	9,62,846	1,964,550	10,36,762
1896	6,261	17,993	52,187	62,078	2,023,442	9,81,591	2,081,890	10,61,662
Increase or decrease	—143	—17	+4,205	+6,172	+113,278	+18,745	+117,340	+24,900

The increase both in number and earnings is explained to have been due to the general development of traffic under the second and third classes.

Of the net increase of R6,935 in the earnings from other coaching traffic, R1,900 were under "Parcels" and R5,613 under "Special trains".

The average sum received for carrying a passenger one mile amounted to 2·87 pies against 2·86 pies in the previous year.

The coaching earnings per passenger train-mile were R3·57 against R3·53.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1896.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	216,947	9,39,240	241,967	9,57,469	+25,020	+18,229
Military stores	15	249	18	129	+3	—120
Railway materials for construction (Home line only)	9,575	7,424	4,742	4,058	—4,833	—3,366
Coal and coke for the public and foreign railways	3,559	11,843	6,027	19,236	+2,468	+7,393
Coal and coke for construction (Home line only)	1,447	1,392	770	708	—677	—684
Coal and coke for revenue only	6,766	9,002	4,498	3,478	—2,268	—5,524
Revenue stores other than coal and coke	15,305	11,512	5,435	4,622	—9,870	—6,890
Live-stock	115	1,008	96	1,258	—19	+250
Rents, miscellaneous, etc.	...	1,069	...	1,286	...	+217
TOTAL	253,729	9,82,739	263,553	9,92,244	+9,824	+9,505

The noticeable fluctuations under "General merchandise" were increases of 7,307 tons and ₹35,347 under "Cotton, raw," due, it is said, to a better crop during the year under review; and of 13,296 tons and ₹49,619 under "Grain and pulse," due to heavy imports of jawar and bajra from the Bombay, Baroda and Central India Railway *vid* Wadhwán junction and from Bombay by the sea to the principal stations on the line consequent on the failure of the local crops; and decreases of 9,146 tons and ₹41,625 under "Oil seeds," due to less exports of til, castor and other seeds, on account of a poor crop in the Junágarh and Porbandar districts; and of 6,137 tons and ₹32,358 under "Timber," due, it is explained, to a less demand on the line, as also to a less export from Bhávnagar, owing to a total destruction by fire of the Bhávnagar timber depôts.

The average sum received for carrying a ton of goods one mile amounted to 12·39 pies against 11·11 pies in the previous year.

The goods earnings per goods train-mile were ₹3·57 against ₹3·40.

Working expenses.

The following table compares the working expenses of the railway system during 1896 with those of the previous year:

	Previous year.		1896.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,18,193	19·58	2,63,200	12·08	—1,54,993	—7·50
Locomotive expenses	3,09,956	14·51	3,33,359	15·31	+23,403	+0·80
Carriage and wagon expenses	56,941	2·62	55,780	2·56	—1,161	—0·11
Traffic expenses	2,10,476	9·86	2,05,518	9·44	—4,958	—0·42
General charges	2,02,563	9·49	2,05,025	9·41	+2,462	—0·08
Special and miscellaneous expenditure	38,764	1·81	41,690	1·91	+2,836	+0·10
TOTAL	12,36,893	57·92	11,04,482	50·71	—1,32,411	—7·21

The decrease under "Maintenance of way, works and stations" was due chiefly to a special outlay in 1895 on the restoration of the Ojet bridge, the collection of less ballast, and a credit received during the year from the sale of old sleepers; and the increase under "Locomotive expenses" was due to the heavy expenditure on the maintenance and renewal of locomotive engines and machinery.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school fees and annual expenditure for the calendar year 1896:

STATEMENT No. 4.

Railway schools.

Classification number.	Railway.	Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Annual contributions. Government grant.	Annual contributions. Railway grant.	Annual contributions. School fees.	Annual contributions. Total.	Annual expenditure.
	Standard gauge. State lines worked by companies.						£.	£	£	£	£
I	East Indian { European	(a) 14	504	433	...	...	11,542	(b)16,900	39,359	(c)66,051	66,851
	{ Native	46	2,359	1,750	...	...	4,344	2,593	11,251	(d)18,188	19,341
III	Bengal-Nágpur { European	3	48	39	...	...	800	1,860*	724	3,384	2,885
	{ Native	1	30	13	...	...	...	240†	36	276	276
IV	Indian Midland	2	76	49	...	...	...	1,400	566	1,966	1,942
	State lines worked by the State.										
XI	North Western { European	2	65	52	30	20	1,450	1,540	1,049	4,039	(e) 4,534
	{ Native	23	83	71	1,193	478	...	6,258	265	6,523	5,850
XIII	Oudh & Rohilkhand { European	2	26	22	...	...	480	854	601	1,935	1,334
	{ Native	6	...	...	237	116	...	322	...	322	322
XIV and XLIX	Eastern Bengal (f)	3	112	37	15	13	...	723	...	723	723
	Lines worked by guaranteed companies.										
XVIII	Great Indian Peninsula	7	287	227	...	...	3,605	13,367	2,856	19,828	15,324
XIX	Bombay, Baroda and Central India	3	121	109	...	...	879	3,936	2,319	7,134	8,532
XX	Madras	9	413	325	...	...	1,661	11,994	3,606	17,261	17,929
	Metre gauge. State lines worked by companies.										
XXXVIII	Bengal and North-Western—										
	Tirhoot section	2	36	29	...	...	...	1,440	453	1,893	1,898
	Company's section										
XL	Rajputana-Malwa	9	207	178	36	36	3,265	15,332	7,601	26,198	(g)26,367
XLII	Southern Mahratta	4	102	80	...	...	885	2,020	738	3,643	3,234
XLIV	Mysore section (Southern Mahratta)	2	48	28	...	...	...	880	218	1,098	1,030
XLV	South Indian	3	78	62	...	...	116	831	539	1,486	1,416
LXVIII	Burma	1	...	...	24	24	600	...	288	888	888
	Line owned and worked by native states.										
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (h)	1	17	17	...	...	279	744	531	(i)1,554	1,870
	Total	143	4,612	3,521	1,535	687	29,906	83,234	73,000	(j) 1,84,390	1,82,546

(a) Including the joint railway schools at Aligarh, Moghal Sarai, and Ghaziabad.
(b) Including R300 and R435 received from the Oudh and Rohilkhand railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, R1,750 payable by the North Western railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie, and R7,000 being interest on the Mussoorie school endowment.
(c) Including R3,555 collected from other sources.
(d) Including R2,525 collected from other sources.
(e) The excess expenditure was met from private subscriptions and other sources.
(f) Including the Bengal Central railway, but excluding the night school at Chitpore closed from the 1st April 1896.
(g) The excess expenditure was met from school funds.
(h) Including the Jetalsar-Rájkot railway.
(i) Excluding R316 outstanding at the close of the year.
(j) See foot-notes (c) and (d).
* Including R60, grant from the railway fine fund.
† This represents grant from the railway fine fund.

STATEMENT No. 5.

Local and district schools.

Classification number.	Railway.	Number of schools.	Average daily attendance.		Annual railway grant.
			Children.	Apprentices and workmen.	
					R
	STANDARD GAUGE.				
	State lines worked by companies.				
I	East Indian	2	156	...	1,422
III	Bengal-Nágpur	2	74	...	600
IV	Indian Midland	2	46	...	520
	State lines worked by the State.				
XI	North Western	(a) 14	274	...	10,872
XIII	Oudh and Rohilkhand	(b) 12	143	...	5,088
XIV and XLIX	Eastern Bengal (c)	11	443	...	3,151
	Lines worked by guaranteed companies.				
XVIII	Great Indian Peninsula	5	(d)	...	1,895
XIX	Bombay, Baroda and Central India	25	48	...	3,535
XX	Madras	1	11	...	39
	METRE GAUGE.				
	State lines worked by companies.				
XXXVIII	Bengal and North-Western—				
	Tirhoot section	2	45	...	324
	Company's section	8	578	...	3,457
XL	Rajputana-Malwa	19	131	...	2,452
XLVIII	Burma				
	Assisted company.				
LIV	Dibru-Sadiya	1	...	...	160
	TOTAL	104	1,949	...	33,515

(a) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghaziabad which receive contributions from the North Western railway and St. John's Girls' school at Jhelum which was closed from the 1st March 1895. The particulars regarding the former schools are included with the railway schools of the East Indian railway.

(b) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand (State) railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(c) Including the Bengal Central railway.

(d) Information not furnished; the number on the rolls was 205 children and 5 workmen.

SECTION II.—FINE FUNDS.

The following table exhibits the transactions of the Fine Funds during 1896-97 on state railways worked by the State.

2. It will be seen that the assets of the funds, including the balance at the close of the previous year, amounted to ₹1,13,160, the disbursements to ₹38,063, and the balance at the close of the year to ₹75,097.

STATEMENT No. 6.

Classification number.	Railway.	Assets. Balance on the 1st April 1896.	Fines and bonuses forfeited.	Advances recovered.	Interest.	Total.	Disbursements.	Balance at the end of 1896-97.
	State lines worked by the State:	₹	₹	₹	₹	₹	₹	₹
XI	North Western	14,649	1,468	14,933	419	31,469	17,080	14,389
XIII	Oudh and Rohilkhand	(a) 59,398	2,525	...	1,794	63,717	9,636	54,081
XIV and XLIX	Eastern Bengal	2,093	8,499	...	69	10,661	10,243	418
XVI	East Coast	2,963	3,280	...	142	6,385	864	5,521
LXXV	Jorhát	554	71	...	14	639	240	399
	Cherra-Companyganj	277	3	...	9	289	...	289
	TOTAL.	(b) 79,934	15,846	14,933	2,447	1,13,160	38,063	75,097

(a) The increase of ₹31 over the balance shown in the previous report is due to adjustments.
(b) The decrease of ₹5,716 on the balance shown in the previous report is chiefly due to the transfer of the working of the Burma railway to a Company from the 1st September 1896.

The disbursements of the year are made up of—

	₹
Payments for the benefit of railway employés and their children	37,532
Refunds and miscellaneous adjustments	486
Advances	45
TOTAL	38,063

3. Some details of the payments made for the benefit of railway employés and their children are given in the following statement:

Classification number.	Railway.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes and other recreations.	Railway gardens.	Volunteers.	Miscellaneous.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XI	North Western	100	324	10,752	3,581	...	...	2,323*
XIII	Oudh and Rohilkhand	...	4	2,203	716	...	...	6,713†
XIV and XLIX	Eastern Bengal	...	332	3,974	4,510	...	26	2,401§
XVI	East Coast	...	...	...	730	...	...	134
LXXV	Jorhát	240	...	...	...	...	...	...

* Of this sum, ₹1,607 were expended in the supply of uniforms and overcoats to menials not entitled under the rules to clothing at the cost of Revenue.
† Of this sum, ₹5,628 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.
§ Of this sum, ₹1,124 were expended in the supply of blankets to menials employed on out-door work not entitled under the rules to clothing at the cost of Revenue.

CALCUTTA, G. A. ANDERSON,

The 30th November 1897. *Offg. Director of Railway Traffic and Statistics*

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1896.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1896.

GENERAL RESULTS.

Classification Number.	Railway.	1896.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE.		R	Miles.	Miles.	R	R	R
I	East Indian	1st half	37,36,60,490	(b)1,735¾	5,704,402	2,77,30,660	87,67,505	1,89,63,15
		2nd half	37,48,77,332	(b)1,736¾	5,706,367	2,63,39,482	81,52,453	1,81,87,02
		Total and average	37,48,77,332	(b)1,736¼	11,410,769	5,40,70,142	1,69,19,958	3,71,50,18
III	Bengal-Nágpur	1st half	9,67,73,243	(c) 862¼	839,361	37,19,635	17,03,791	20,15,84
		2nd half	9,71,96,278	(c) 862¼	732,656	26,48,890	17,36,865	9,12,02
		Total and average	9,71,96,278	(c)862¼	1,572,017	63,68,525	34,40,656	29,27,86
IV	Indian Midland	1st half	8,65,88,304	(d) 698¾	646,678	24,96,567	14,20,537	10,76,03
		2nd half	8,65,53,993	(d) 699	624,118	23,55,384	14,13,585	9,41,79
		Total and average	8,65,53,993	(d)699	1,270,796	48,51,951	28,34,122	20,17,82
V	Bhopal-Itársi (British section)	1st half	22,58,152	13	28,995	83,281	50,223	33,05
		2nd half	22,71,877	13¼	21,141	80,408	50,720	29,68
		Total and average	22,71,877	13¼	50,136	1,63,689	1,00,943	62,74
VI	Godhra-Rutlam-Nágdá	1st half	1,72,16,181	122¼	170,647	8,49,184	4,11,452	4,37,73
		2nd half	1,73,67,153	141	143,995	4,45,841	3,94,922	50,91
		Total and average	1,73,67,153	131¼	314,642	12,95,025	8,06,374	4,88,65
VII	Wardha Coal	1st half	49,94,671	45	44,031	(e) 59,843	(f) 743	59,10
		2nd half	49,96,305	45	39,404	(e) 25,502	(f) 743	24,75
		Total and average	49,96,305	45	83,435	(e) 85,345	(f) 1,486	83,85
VIII	Dhond-Manmád	1st half	1,13,39,256	145⅛	243,879	(e)1,94,743	(f) 6,482	1,88,26
		2nd half	1,13,60,978	145⅛	253,731	(e) 1,85,616	(f) 6,482	1,79,13
		Total and average	1,13 60,978	145⅛	497,610	(e) 3,80,359	(f) 12,964	3,67,39
IX	Bezwada extension (East Coast State).	1st half	14,34,696	(g)21⅛	17,710	89,569	45,164	44,40
		2nd half	14,35,588	(g)21⅛	14,964	64,753	(h) 70,663	—5,91
		Total and average	14,35,588	(g)21⅛	32,674	1,54,322	1,15,827	38,49
X	Madras-Ennúr section (Bezwada-Madras).	1st half	5,74,443	6	16,223	24,670	21,179	3,49
		2nd half	5,78,560	8¼	14,758	36,660	29,955	6,70
		Total and average	5,78,560	7¼	30,981	61,330	51,134	10,19
XI	North Western State	1st half	42,48,37,766	(i)2,528¾	4,236,734	1,38,07,952	(j) 91,72,879	66,35,57
		2nd half	45,43,07,798	(i)2,587¼	3,882,531	1,36,33,797	(j)83,82,961	52,50,83
		Total and average	45,43,07,798	(i)2,557¾	8,119,265	2,94,41,749	(j)1,75,55,340	1,18,86,40
XII	Hyderabad-Shadipalli	1st half	17,73,650	59	23,653	97,443	64,610	32,83
		2nd half	18,00,799	59	30,546	90,060	58,517	31,54
		Total and average	18,00,799	59	54,199	1,87,503	1,23,127	64,37
XIII	Oudh and Rohilkhand State	1st half	10,22,57,939	797¼	1,274,399	49,28,179	21,60,554	27,67,62
		2nd half	(k)10,35,14,446	(k) 801⅛	1,164,828	37,68,896	21,85,615	15,83,28
		Total and average	(k) 10,35,14,446	(k)799¼	2,439,227	86,97,075	43,46,169	43,50,90
XIV	Eastern Bengal State	1st half	5,94,05,102	250	780,818	33,36,896	16,16,251	17,20,64
		2nd half	6,10,84,868	250	1,039,040	54,56,256	18,77,758	35,78,49
		Total and average	6,10,84,868	250	1,819,858	87,93,152	34,94,009	52,99,14
	Total standard gauge carried over.	1st half	1,18,31,13,893	7,284½	14,027,530	5,94,18,622	2,54,40,870	3,39,77,75
		2nd half	1,21,73,45,975	7,370¼	13,668,079	5,51,31,545	2,43,61,239	3,07,70,30
		Total and average	1,21,73,45,975	7,327⅛	27,695,609	11,45,50,167	4,98,02,109	6,47,48,05

(a) Capital expended on open mileage charged to final heads, including steam-boat and rolling-stock, but excluding suspense items.
(b) Including 34·50 miles of the Eastern Bengal State railway and 1 mile of the Rajputana-Malwa railway worked over.
(c) Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.
(d) Including 15·30 miles of the East Indian, 1 mile of the Oudh and Rohilkhand State, 0·13 mile of the Great Indian Peninsula and 2·89 miles of the Rajputana-Malwa railways worked over.
(e) Represents the amount received as rent for the lease of this line.
(f) Expenditure incurred direct by the State.
(g) Including 0·89 mile of the East Coast State railway worked over.
(h) Includes R34,561 for special charges incurred on flood damages during the 2nd half of 1895.
(i) Including 13 miles, Ghaziabad to Delhi, worked over.
(j) Including R8,479 in the first-half and R22,842 in the second-half of 1896 on account of rent of leased line. The latter amount includes R11,225 for arrears for the two-halves of 1895 and the first-half of 1896.
(k) Including the metre-gauge line from Barabanki to Daliganj.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1896—continued.

GENERAL RESULTS—*continued.*

Classification Number.	Railway.	1896.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward STANDARD GAUGE.	1st half	1,18,31,13,893	7,284½	14,027,530	5,94,13,622	2,54,40,870	3,39,77,752
		2nd half	1,21,73,45,975	7,370¼	13,668,079	5,51,31,545	2,43,61,239	3,07,70,306
		Total and average	1,21,73,45,975	7,327⅛	27,695,609	11,45,50,167	4,98,02,109	6,47,48,058
II	Bengal Central	1st half	1,01,23,649	125	147,728	4,19,652	2,74,078	1,45,574
		2nd half	1,01,65,840	125	178,253	5,13,614	3,12,456	2,01,158
		Total and average	1,01,65,840	125	325,981	9,33,266	5,86,534	3,46,732
XV	Calcutta Port Commissioners'	1st half	65,14,893	8½	(a)	1,87,824	1,07,858	79,966
		2nd half	68,49,276	8½	(a)	2,53,610	1,14,312	1,39,298
		Total and average	68,49,276	8½	(a)	4,41,434	2,22,170	2,19,264
XVI	East Coast State	1st half	5,07,29,182	468½	459,109	12,56,367	9,73,608	2,82,759
		2nd half	5,27,63,246	499½	434,002	11,49,056	9,02,110	2,46,946
		Total and average	5,27,63,246	484	893,111	24,05,423	18,75,718	5,29,705
XVIII	Great Indian Peninsula	1st half	27,49,71,618	1,287	4,609,066	2,09,44,177	(b)99,70,378	1,09,73,799
		2nd half	27,52,80,876	1,288	3,772,088	1,34,75,452	(b)89,19,264	45,56,188
		Total and average	27,52,80,876	1,288	8,381,154	3,44,19,629	1,88,89,642	1,55,29,987
XIX	Bombay, Baroda and Central India.	1st half	(c) 9,92,60,855	461	1,337,985	97,07,391	36,21,474	60,85,917
		2nd half	(c)10,06,62,406	461	1,129,896	64,96,541	35,91,689	29,04,852
		Total and average	(c)10,06,62,406	461	2,467,881	1,62,03,932	72,13,163	89,90,769
XX	Madras	1st half	11,83,59,342	839¼	1,237,502	54,68,400	27,44,045	27,24,355
		2nd half	11,86,28,231	839¼	1,243,216	54,11,851	27,50,916	26,60,935
		Total and average	11,86,28,231	839½	2,480,718	1,08,80,251	54,94,961	53,85,290
XXI	Delhi-Umballa-Kalka	1st half	(d) 1,54,71,360	161⅛	269,377	6,65,184	3,19,288	3,45,896
		2nd half	(d)(e)1,54,15,313	160⅛	264,844	6,53,655	3,13,754	3,39,901
		Total and average	(d) 1,54,15,313	161	534,221	13,18,839	6,33,042	6,85,797
XXII	Tarkessur	1st half	17,53,257	22¼	31,460	1,73,351	(f)86,856	86,495
		2nd half	17,56,898	22¼	31,127	1,39,891	(f)69,382	70,509
		Total and average	17,56,898	22½	62,587	3,13,242	(f)1,56,238	1,57,004
XXVII	Khámgaon	1st half	5,22,129	7⅛	8,218	(h)17,687	...	17,687
		2nd half	5,22,150	7⅛	6,636	(h) 6,760	...	6,760
		Total and average	5,22,150	7⅛	14,854	(h) 24,447	...	24,447
XXVIII	Amráoti	1st half	4,43,708	5⅛	12,200	(h)31,938	(i) 442	31,496
		2nd half	4,44,732	5⅛	11,680	(h)11,818	(i) 442	11,376
		Total and average	4,44,732	5⅛	23,880	(h) 43,756	(i) 884	42,872
XXIX	Bina-Goona	1st half	(a)	71½	27,906	40,304	24,754	15,550
		2nd half	(f) 49,98,917	71½	29,562	50,836	29,565	21,271
		Total and average	49,98,917	71½	57,468	91,140	54,319	36,821
XXX	Bhopal-Ujjain	1st half	(a)	113½	28,687	1,33,303	67,628	65,675
		2nd half	(f) 73,97,880	113½	57,517	2,35,811	1,21,268	1,14,543
		Total and average	73,97,880	113½	86,204	3,69,114	1,88,896	1,80,218
XXXI	Bhopal-Itársi (Native state section)	1st half	50,00,000	44½	64,202	1,84,400	1,11,205	73,195
		2nd half	50,00,000	44½	75,777	1,76,963	1,11,626	65,337
		Total and average	50,00,000	44½	139,979	3,61,363	2,22,831	1,38,532
XXXII	The Nizam's Guaranteed state	1st half	4,00,24,948	(k) 333½	359,066	17,35,824	7,83,501	9,52,323
		2nd half	4,00,74,524	(k) 333½	386,132	15,67,698	7,91,825	7,75,873
		Total and average	4,00,74,524	(k) 333½	745,192	33,03,522	15,75,326	17,28,196
	TOTAL STANDARD GAUGE carried over.	1st half	1,80,62,88,834	11,233	22,620,030	10,03,84,424	4,45,25,985	5,58,58,439
		2nd half	1,85,73,06,264	11,349½	21,288,809	8,52,75,101	4,23,89,848	4,28,85,253
		Total and average	1,85,73,06,264	11,292½	43,908,839	18,56,59,525	8,69,15,833	9,87,43,692

* See foot-note (a) on page ii.

(a) Information not furnished.
(b) Including Rs3,04,210 in the first-half, and Rs2,29,697 in the second-half, on account of rent of leased lines.
(c) Including the State outlay (Rs8,08,405) on the Pátri Branch, which was met from the Civil Works grant.
(d) Including Rs5,76,918 on account of interest on capital during construction.
(e) The decrease as compared with the previous half-year is due to certain credits.
(f) Including contribution to the East Indian railway Provident Institution, one-fifth share of net earnings payable to the East Indian railway for working, and ½ per cent. for the use of East Indian railway rolling-stock in both halves.
(h) Represents the amount received as rent for the lease of this line.
(i) Expenditure incurred direct by the State.
(j) Figures taken from Part I of the Administration Report for 1896-97.
(k) Including 3·10 miles worked over twice by each train.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1896—continued.

GENERAL RESULTS—*continued.*

Classification Number.	Railway.	1896.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*concld.*		₹	Miles.	Miles.	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	1,80,62,88,834	11,233	22,620,030	10,03,84,424	4,45,25,985	5,58,58,439
		2nd half	1,85,73,06,264	11,349¾	21,288,809	8,52,75,101	4,23,89,848	4,28,85,253
		Total and average	1,85,73,06,264	11,292¼	43,908,839	81,56,59,525	8,69,15,833	9,87,43,692
XXXIII	Nágdá-Ujjain (a) †	1st half	...	...	...	...	...	...
		2nd half	20,71,251	32	33,377	40,701	22,939	17,762
		Total and average	20,71,251	16	33,377	40,701	22,939	17,762
XXXIV	The Gaekwar's Petlád	1st half	7,13,331	13¾	9,699	(b) 79,164	15,748	63,416
		2nd half	7,13,331	13¾	9,778	38,376	18,946	19,430
		Total and average	7,13,331	13¾	19,477	1,17,540	34,694	82,846
XXXV	Kolar Gold-fields	1st half	7,38,051	10	15,856	70,213	40,857	29,356
		2nd half	(c)7,28,208	10	17,090	85,104	51,173	33,931
		Total and average	(c)7,28,208	10	32,946	1,55,317	92,030	63,287
XXXVI	Rájpura-Bhátinda	1st half	66,86,556	108	139,761	6,17,638	3,39,701	2,77,937
		2nd half	66,87,025	108	106,097	3,80,188	2,09,103	1,71,085
		Total and average	66,87,025	108	245,858	9,97,826	5,48,804	4,49,022
XXXVII	Jammu and Kashmir (Native state section).	1st half	9,60,011	16	12,378	(d)8,479	...	8,479
		2nd half	9,60,011	16	11,808	(d) (e)22,842	...	(e) 22,842
		Total and average	9,60,011	16	24,186	31,321	...	31,321
	TOTAL STANDARD GAUGE	1st half	1,81,53,86,783	11,380½	22,797,724	10,11,59,918	4,49,22,291	5,62,37,627
		2nd half	1,86,84,66,090	11,529	21,466,959	8,58,42,312	4,26,92,009	4,31,50,303
		Total and average	1,86,84,66,090	11,455½	44,264,683	18,70,02,230	8,76,14,300	9,93,87,930
	METER GAUGE.							
XXXVIII	Bengal and North-Western—							
	Tirhoot section	1st half	2,54,82,956	341¾	(f)	17,60,537	8,70,934	8,89,603
		2nd half	2,55,63,264	341¾	(f)	14,00,497	8,04,909	5,95,588
		Total and average	2,55,63,264	341¾	(f)	31,61,034	16,75,843	14,85,191
	Company's section	1st half	(g)2,87,38,252	414⅓	949,780	14,84,293	4,39,602	10,44,691
		2nd half	(g)2,87,61,784	421¼	837,565	11,41,740	4,29,377	7,12,363
		Total and average	(g)2,87,61,784	418¾	1,787,345	26,26,033	8,68,979	17,57,054
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(h)85,93,624	224¾	206,253	4,92,309	2,83,351	2,08,958
		2nd half	(h)87,51,663	202½	173,680	3,35,290	2,40,714	94,576
		Total and average	(h)87,51,663	213⅛	379,933	8,27,599	5,24,065	3,03,534
XL	Rajputana-Malwa	1st half	12,82,00,133	1,674	2,845,437	1,11,63,168	45,67,395	65,95,773
		2nd half	12,84,50,702	1,674	2,423,814	85,62,809	41,81,855	43,80,954
		Total and average	12,84,50,702	1,674	5,269,251	1,97,25,977	87,49,250	1,09,76,727
XLI	Pálanpur-Deesa	1st half	4,09,256	17½	6,439	(i) 31,556	12,653	18,903
		2nd half	4,17,746	17½	6,426	20,073	9,803	10,270
		Total and average	4,17,746	17½	12,865	51,629	22,456	29,173
XLII	Southern Mahratta	1st half	9,43,19,229	1,045	1,331,763	36,79,042	19,46,189	17,32,853
		2nd half	9,45,09,812	1,045	1,350,652	30,33,188	18,24,829	12,08,359
		Total and average	9,45,09,812	1,045	2,682,415	67,12,230	37,71,018	29,41,212
XLIII	Guntakal-Mysore frontier	1st half	58,88,370	119½	106,098	2,18,948	1,14,597	1,04,351
		2nd half	59,00,158	119½	138,669	2,62,043	1,55,704	1,06,339
		Total and average	59,00,158	119½	244,767	4,80,991	2,70,301	2,10,690
XLIV	Mysore section (Southern Mahratta).	1st half	1,46,02,100	296	287,026	7,94,195	4,24,174	3,70,021
		2nd half	1,46,65,018	296	311,974	7,90,786	4,76,994	3,13,792
		Total and average	1,46,65,018	296	599,000	15,84,981	9,01,168	6,83,813
	TOTAL METER GAUGE carried over.	1st half	30,62,33,920	4,132¾	5,732,796	1,96,24,048	86,58,895	1,09,65,153
		2nd half	30,70,20,147	4,117½	5,242,780	1,55 46,426	81,24,185	74,22,241
		Total and average	30,70,20,147	4,125¾	10,975,576	3,51,70,474	1,67,83,080	1,83,87,394

* See foot-note (c) on page ii.

(a) Opened for traffic, on the 15th July 1896.
(b) Including ₹32,507 on account of terminals relating to previous years.
(c) The decrease as compared with the first-half is due to certain credits.
(d) Represents the amount received as rent for the lease of this line.
(e) Including ₹11,235 on account of arrears for the last three half-years paid under revised agreement sanctioned in Government of India, Public Works Department No. 812 R. T., dated 19th October 1896.
(f) Included with the Bengal and North-Western railway (Company's section).
(g) Including ₹10,90,014 on account of interest on capital during construction.
(h) Including ₹41,029 on account of interest on capital during construction.
(i) Including ₹11,603 on account of terminals relating to previous years.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1896—continued.

GENERAL RESULTS—*continued.*

Classification Number.	Railway.	1896.	Capital expended. *	Mean mileage open.	Total for ain-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward METRE GAUGE	1st half	30,62,33,920	4,132½	5,732,796	1,96,24,048	86,58,895	1,09,65,153
		2nd half	30,70,20,147	4,117½	5,242,780	1,55,46,426	81,24,185	74,22,241
		Total and average	30,70,20,147	4,125½	10,975,576	3,51,70,474	1,67,83,080	1,83,87,394
XLV	South Indian	1st half	7,40,64,917	1,041½	1,668,826	45,95,386	25,94,575	20,00,811
		2nd half	7,40,91,954	1,041½	1,692,835	43,50,195	23,15,633	20,34,562
		Total and average	7,40,91,954	1,041½	3,361,661	89,45,581	49,10,208	40,35,373
XLVI	Máyavaram-Mutupet	1st half	24,56,085	54	61,710	1,22,179	75,177	47,002
		2nd half	24,49,580	54	62,736	1,25,592	73,233	52,359
		Total and average	24,49,580	54	124,446	2,47,771	1,48,410	99,361
XLVII	Assam-Bengal	1st half	1,16,48,487	158¾	163,078	3,54,510	2,97,847	56,663
		2nd half	2,38,45,322	178¼	101,771	2,64,275	2,87,700	—23,425
		Total and average	2,38,45,322	168½	264,849	6,18,785	5,85,547	33,238
XLVIII	Burma (*a*)	1st half	7,44,72,738	869¾	1,232,058	43,10,434	22,58,905	20,51,529
		2nd half	7,56,51,511	874	1,245,768	32,98,125	23,63,903	9,34,222
		Total and average	7,56,51,511	871¼	2,477,826	76,08,559	46,22,808	29,85,751
XLIX	Eastern Bengal State—							
	Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge branch).	1st half	4,00,64,886	478½	727,834	25,49,252	11,82,928	13,66,324
		2nd half	4,01,48,938	478½	809,063	32,27,526	11,29,829	20,97,697
		Total and average	4,01,48,938	478½	1,536,897	57,76,778	23,12,757	34,64,021
	Dacca section	1st half	67,32,210	86	84,699	2,43,866	1,42,258	1,01,608
		2nd half	67,39,174	86	93,539	2,67,875	1,30,361	1,37,514
		Total and average	67,39,174	86	178,238	5,11,741	2,72,619	2,39,122
LI	Deoghur	1st half	2,86,180	4½	12,184	30,014	18,516	11,498
		2nd half						
		Total and average	2,86,180	4½	12,184	30,014	18,516	11,498
LII	Rohilkund and Kumaon (Company's section).	1st half	20,77,464	(*c*) 66	42,278	2,21,778	1,26,114	95,664
		2nd half	(*b*)20,67,971	(*c*) 66	39,296	2,05,127	1,46,196	58,931
		Total and average	20,67,971	(*c*) 66	81,574	4,26,905	2,72,310	1,54,595
LIII	Bengal Dooars	1st half	(*d*) 23,27,017	36½	24,782	1,05,742	65,738	40,004
		2nd half	(*d*) 23,74,355	36½	21,603	1,64,709	72,899	91,810
		Total and average	(*d*) 23,74,355	36½	46,385	2,70,451	1,38,637	1,31,814
LIV	Dibru-Sadiya	1st half	72,57,278	77½	94,219	3,22,768	1,70,074	1,52,694
		2nd half	72,34,190	77½	94,701	3,24,592	1,65,000	1,59,592
		Total and average	72,34,190	77½	188,920	6,47,360	335,074	3,12,286
LX	The Gaekwar's Mehsána	1st half	32,65,308	92¾	53,615	(*e*) 2,67,421	75,902	1,91,519
		2nd half	32,61,448	92¾	48,436	1,55,862	76,119	79,743
		Total and average	32,61,448	92¾	102,051	(*e*) 4,23,283	1,52,021	2,71,262
LXI	Kolhápur	1st half	23,69,206	29	21,912	65,403	33,845	31,558
		2nd half	(*b*)23,05,912	29	22,314	56,252	33,505	22,747
		Total and average	23,05,912	29	44,226	1,21,655	67,350	54,305
LXII	Yesvantpur-Mysore frontier	1st half	24,02,247	51½	50,275	1,06,095	54,922	51,173
		2nd half	(*b*)24,01,746	51½	61,796	1,17,705	69,286	48,419
		Total and average	24,01,746	51½	112,071	2,23,800	1,24,208	99,592
	TOTAL METRE GAUGE carried over	1st half	53,53,71,763	7,173½	9,958,082	3,28,88,882	1,57,37,180	1,71,51,702
		2nd half	54,95,92,248	7,182½	9,536,638	2,81,04,261	1,49,87,849	1,31,16,412
		Total and average (*f*)	54,95,92,248	7,183½	19,506,904	6,10,23,157	3,07,43,545	3,02,79,612

* See foot-note (*c*) on page ii.

(*a*) The working of this line has been transferred to a company from the 1st September 1896.
(*b*) The decrease as compared with the first-half is due to certain credits.
(*c*) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.
(*d*) Including £37,876 on account of interest on capital during construction.
(*e*) Including £50,834 on account of terminals relating to previous years.
(*f*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1896—concluded.

GENERAL RESULTS—*concluded.*

Classification Number.	Railway.	1896.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	METER GAUGE—*concld.*	1st half	53,53,71,763	7,173½	9,958,082	3,28,88,882	1,57,37,180	1,71,51,702
	Brought forward METER GAUGE	2nd half	54,95,92,248	7,182½	9,536,638	2,81,04,261	1,49,87,849	1,31,16,412
		Total and average (a)	54,95,92,248	7,183½	19,506,904	6,10,23,157	3,07,43,545	3,02,79,612
LXIII	Mysore-Nanjangúd	1st half	6,01,758	15½	12,795	19,308	10,273	9,035
		2nd half	6,01,758	15½	16,882	20,014	11,924	8,090
		Total and average	6,01,758	15½	29,677	39,322	22,197	17,125
LXVI	Jodhpore-Bickaneer—							
	Jodhpore section	1st half	64,54,006	320½	162,738	6,52,032	2,00,790	4,51,242
		2nd half	64,55,244	320½	160,132	5,12,433	2,25,402	2,87,031
		Total and average	64,55,244	320½	322,870	11,64,465	4,26,192	7,38,273
	Bickaneer section	1st half	9,73,294	43½	16,624	57,550	21,520	36,030
		2nd half	9,73,294	43½	19,314	63,177	23,824	39,353
		Total and average	9,73,294	43½	35,938	1,20,727	45,344	75,383
LXVII	Oodeypore-Chitor	1st half	(b)	60½	23,973	68,180	40,882	27,298
		2nd half	(c) 15,63,721	60½	23,351	67,039	40,587	26,452
		Total and average	(c) 15,63,721	60½	47,324	1,35,219	81,469	53,750
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	1,73,08,770	333½	332,560	12,53,906	5,46,771	7,07,135
		2nd half	1,73,09,863	333½	219,102	7,26,972	4,44,833	2,82,139
		Total and average	1,73,09,863	333½	551,662	19,80,878	9,91,604	9,89,274
LXIX	Jetalsar-Rájkot	1st half	15,13,371	46½	22,4 2	1,05,955	59,405	46,550
		2nd half	15,22,790	46½	20,932	91,161	53,473	37,688
		Total and average	15,22,790	46½	43,424	1,97,116	1,12,878	84,238
	TOTAL METER GAUGE	1st half	56,22,22,962	7,992½	10,529,264	3,50,45,813	1,66,16,821	1,84,28,992
		2nd half	57,80,18,918	8,001½	9,996,351	2,95,85,057	1,57,87,892	1,37,97,165
		Total and average (a)	57,83,05,098	8,002½	20,537,799	6,46,60,884	3,24,23,229	3,22,37,655
	SPECIAL GAUGES.							
	Cherra-Companyganj (2′ 6″)	1st half	(d) 3,51,741	8	6,975	13,756	12,310	1,446
		2nd half	(d) 3,47,825	8	7,195	12,584	13,358	—774
		Total and average	(d) 3,47,825	8	14,170	26,340	25,668	672
LXXV	Jorhát (2′ 0″)	1st half	8,09,827	28	13,386	31,864	39,819	—7,955
		2nd half	8,12,818	25½	16,797	58,133	36,433	21,700
		Total and average	8,12,818	26½	30,183	89,997	76,252	13,745
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	31,03,463	51	97,886	3,99,172	2,12,787	1,86,385
		2nd half	31,51,383	51	80,730	3,82,422	2,03,578	1,78,844
		Total and average	31,51,383	51	1,78,616	7,81,594	4,16,365	3,65,229
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	18,73,293	71½	51,488	1,67,908	71,884	96,024
		2nd half	18,85,096	71½	32,501	90,880	61,247	29,633
		Total and average	18,85,096	71½	83,989	2,58,788	1,33,131	1,25,657
LXXX	Cooch Behar (2′ 6″)	1st half	7,34,679	22	8,511	38,059	19,428	18,631
		2nd half	7,43,534	22	9,071	32,069	12,130	19,939
		Total and average	7,43,534	22	17,582	70,128	31,558	38,570
LXXXI	Morvi (2′ 6″)	1st half	23,38,797	94½	84,314	2,14,580	97,732	1,16,848
		2nd half	23,63,805	94½	81,681	1,72,303	1,07,530	64,773
		Total and average	23,63,805	94½	1,65,995	3,86,883	2,05,262	1,81,621
	TOTAL SPECIAL GAUGES	1st half	92,11,800	275	262,560	8,65,339	4,53,960	4,11,379
		2nd half	93,04,461	272½	227,975	7,48,391	4,34,276	3,14,115
		Total and average	93,04,461	273½	490,535	16,13,730	8,88,236	7,25,494
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	2,45,60,75,649	19,733½	65,293,017	25,32,76,844	12,09,25,765	13,23,51,079

* See foot-note (a) on page ii.

(a) Including the Deoghur railway, for which yearly figures are shown.
(b) Information not furnished.
(c) Figures taken from Part I of the Administration Report for 1896-97.
(d) Excluding the outlay (R4,30,153) on the hill incline section, which is now being dismantled.

N.B.—This table excludes the transactions of the West of India Portuguese and the Pondicherry railways, for which no revenue accounts are received. This remark applies to all the subsequent tables.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1896. [From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1896.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian (a)	1st half	99,55,329	1,81,49,500	48,753	68,989	36,871	3,09,753	2,85,69,195
		2nd half	88,63,128	1,77,73,707	48,395	87,701	92,491	2,67,606	2,71,33,028
		Total	1,88,18,457	3,59,23,207	97,148	1,56,690	1,29,362	5,77,359	5,57,02,223
III	Bengal-Nágpur	1st half	8,65,408	25,73,426	11,727	...	2,28,510	40,564	37,19,635
		2nd half	7,29,544	16,90,993	9,461	...	1,85,137	33,755	26,48,890
		Total	15,94,952	42,64,419	21,188	...	4,13,647	74,319	63,68,525
IV	Indian Midland (b)	1st half	12,61,587	16,08,194	9,847	...	11,615	46,612	29,37,855
		2nd half	11,40,753	16,93,215	9,713	...	6,510	49,211	28,99,402
		Total	24,02,340	33,01,409	19,560	...	18,125	95,823	58,37,257
VI	Godhra-Ratlam-Nágdá	1st half	1,02,403	7,46,213	1,106	...	—538	...	8,49,184
		2nd half	98,421	3,43,331	1,283	...	2,806	...	4,45,841
		Total	2,00,824	10,89,544	2,389	...	2,328	...	12,95,025
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway						59,843
		2nd half							25,502
		Total							85,345
VIII	Dhond-Manmád	1st half							1,94,743
		2nd half							1,85,616
		Total							3,80,359
IX	Bezwada extension (East Coast State).	1st half	18,417	70,969	144	...	...	39	89,569
		2nd half	15,284	49,258	205	...	...	6	64,753
		Total	33,701	1,20,227	349	...	...	45	1,54,322
X	Madras-Ennúr section (Bezwada-Madras).	1st half	19,937	4,626	16	...	...	91	24,670
		2nd half	20,218	16,242	16	...	...	184	36,660
		Total	40,155	20,868	32	...	...	275	61,330
XI	North Western State	1st half	57,98,857	96,45,134	39,964	48,166	89,564	1,86,327	1,58,07,952
		2nd half	51,59,579	81,06,464	44,378	14,591	1,34,259	1,74,526	1,36,33,797
		Total	1,09,58,436	1,77,51,598	84,342	62,697	2,23,823	3,60,853	2,94,41,749
XII	Hyderabad-Shadipalli	1st half	48,465	41,727	762	...	...	6,489	97,443
		2nd half	46,463	39,406	938	...	...	3,253	90,060
		Total	94,928	81,133	1,700	...	...	9,742	1,87,503
XIII	Oudh and Rohilkhand State.	1st half	21,36,024	26,46,080	14,307	...	55,860	75,908	49,28,179
		2nd half	16,39,081	19,04,217	13,456	...	1,53,457	58,685	37,68,896
		Total	37,75,105	45,50,297	27,763	...	2,09,317	1,34,593	86,97,075
XIV	Eastern Bengal State	1st half	14,78,576	16,82,988	10,684	10,311	(c)	1,54,337	33,36,896
		2nd half	13,84,813	39,23,283	11,250	10,119	(c)	1,26,791	54,56,256
		Total	28,63,389	56,06,271	21,934	20,430	(c)	2,81,128	87,93,152
	Bengal Central	1st half	3,09,312	1,05,944	1,175	...	...	3,221	4,19,652
		2nd half	2,89,725	2,18,646	882	...	...	4,361	5,13,614
		Total	5,99,037	3,24,590	2,057	...	...	7,582	9,33,266
	TOTAL STANDARD GAUGE carried over.	1st half	2,19,94,315	3,72,74,801	1,38,485	1,27,406	4,21,882	8,23,341	6,10,34,816
		2nd half	1,93,87,009	3,57,58,762	1,39,977	1,12,411	5,74,660	7,18,378	5,69,02,315
		Total	4,13,81,324	7,30,33,563	2,78,462	2,39,817	9,96,542	15,41,719	11,79,37,131

(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways. This remark applies to all the subsequent tables excepting the Interest table.
(b) Including the Bhopal-Itársi (British and Native state sections), the Bina-Goona and the Bhopal-Ujjain railways. This remark applies to all the subsequent tables excepting the Interest table.
(c) Shown under "Other items" as the information is not available separately.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	STANDARD GAUGE—*contd.*		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	2,19,94,315	3,72,74,801	1,38,485	1,27,406	4,21,882	8,23,341	6,10,34,816
		2nd half	1,93,87,009	3,57,58,762	1,39,977	1,12,411	5,74,660	7,18,378	5,69,02,315
		Total .	4,13,81,324	7,30,33,563	2,78,462	2,39,817	9,96,542	15,41,719	11,79,37,131
XV	Calcutta Port Commissioners'.	1st half	...	1,71,058	...	...	...	16,766	1,87,824
		2nd half	...	2,29,582	...	...	...	24,028	2,53,610
		Total .	...	4,00,640	...	...	...	40,794	4,41,434
XVI	East Coast State . .	1st half	6,66,650	5,40,933	6,207	20,721	...	21,856	12,56,367
		2nd half	6,37,711	4,60,468	5,525	22,891	909	21,552	11,49,056
		Total .	13,04,361	10,01,401	11,732	43,612	909	43,408	24,05,423
XVIII	Great Indian Peninsula	1st half	50,51,668	1,56,86,211	41,233	...	51,072	1,13,993	2,09,44,177
		2nd half	45,67,828	87,03,473	40,253	...	55,949	1,07,949	1,34,75,452
		Total .	96,19,496	2,43,89,684	81,486	...	1,07,021	2,21,942	344,19,629
XIX	Bombay, Baroda and Central India.	1st half	29,43,318	65,72,183	29,469	...	62,872	99,549	97,07,391
		2nd half	26,90,080	36,15,403	23,968	...	55,603	1,11,487	64,96,541
		Total .	56,33,398	1,01,87,586	53,437	...	1,18,475	2,11,036	1,62,03,932
XX	Madras . . .	1st half	23,44,745	30,22,150	9,816	...	10,816	80,873	54,68,400
		2nd half	22,37,360	30,60,222	10,440	...	33,699	70,130	54,11,851
		Total .	45,82,105	60,82,372	20,256	...	44,515	1,51,003	1,08,80,251
XXVII	Khámgaon . .	1st half	Included with the Great Indian Peninsula railway						17,687
		2nd half							6,760
		Total .							24,447
XXVIII	Amráoti . . .	1st half							31,938
		2nd half							11,818
		Total .							43,756
XXXII	The Nizam's Guaranteed state.	1st half	4,84,647	12,13,507	9,314	...	8,389	19,967	17,35,824
		2nd half	4,25,662	10,99,764	9,462	...	14,632	18,178	15,67,698
		Total .	9,10,309	23,13,271	18,776	...	23,021	38,145	33,03,522
XXXIII	Nágdá-Ujjain (*a*) .	1st half	...	...	...	...	...	...	...
		2nd half	12,554	27,904	183	...	...	60	40,701
		Total .	12,554	27,904	183	...	...	60	40,701
XXXIV	The Gaekwar's Petlád	1st half	28,336	(*b*)50,532	296	...	...	...	79,164
		2nd half	23,667	14,071	182	...	...	456	38,376
		Total .	52,003	(*b*) 64,603	478	...	...	456	1,17,540
XXXV	Kolar Gold-fields . .	1st half	21,896	48,064	122	...	...	131	70,213
		2nd half	24,221	60,627	106	...	...	150	85,104
		Total .	46,117	1,08,691	228	...	...	281	1,55,317
XXXVI	Rájpura-Bhátinda . .	1st half	2,14,080	4,00,938	1,729	...	...	891	6,17,638
		2nd half	1,78,942	1,97,591	2,868	...	...	787	3,80,188
		Total .	3,93,022	5,98,529	4,597	...	...	1,678	9,97,826
XXXVII	Jammu and Kashmir (Native state section).	1st half	Included with the North Western State railway						8,479
		2nd half							22,842
		Total .							31,321
	TOTAL STANDARD GAUGE carried over.	1st half	3,37,49,655	6,49,80,377	2,36,671	1,48,127	5,55,031	11,77,367	10,11,59,918
		2nd half	3,01,85,034	5,32,27,867	2,32,964	1,35,302	7,35,452	10,73,155	8,58,42,312
		Total .	6,39,34,689	11,82,08,244	4,69,635	2,83,429	12,90,483	22,50,522	18,70,02,230

(*a*) Opened for traffic on the 15th July 1896.
(*b*) Including R32,507 on account of terminals relating to previous years.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			₹	₹	₹	₹	₹	₹	₹
	STANDARD GAUGE—*concld.*	1st half	3,37,49,655	6,49,80,377	2,36,671	1,48,127	5,55,031	11,77,367	10,11,59,918
		2nd half	3,01,85,034	5,32,27,867	2,32,964	1,35,302	7,35,452	10,73,155	8,58,42,312
	Brought forward STANDARD GAUGE.	Total .	6,39,34,689	11,82,08,244	4,69,635	2,83,429	12,90,483	22,50,522	18,70,02,230
	METRE GAUGE.								
XXXVIII	Bengal and North-Western—								
	Tirhoot section	1st half	11,96,423	16,61,530	15,195	2,57,821	7,244	1,06,617	32,44,830
	Company's section	2nd half	10,24,858	12,11,613	14,120	2,13,841	3,817	75,988	25,42,237
		Total .	22,21,281	28,73,143	29,315	4,69,662	11,061	1,82,605	57,87,067
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	1,76,852	3,05,053	3,417	...	2,635	4,352	4,92,309
		2nd half	1,33,304	1,91,327	2,881	...	4,794	2,984	3,35,290
		Total .	3,10,156	4,96,380	6,298	...	7,429	7,336	8,27,599
XL	Rajputana-Malwa .	1st half	38,47,191	70,86,218	34,482	...	48,677	1,46,600	1,11,63,168
		2nd half	33,00,848	50,45,134	44,480	...	31,702	1,40,645	85,62,809
		Total .	71,48,039	1,21,31,352	78,962	...	80,379	2,87,245	1,97,25,977
XLI	Pálanpur-Deesa . .	1st half	11,577	19,907	71	...	...	1	31,556
		2nd half	10,922	9,050	94	...	...	7	20,073
		Total .	22,499	28,957	165	...	...	8	51,629
XLII	Southern Mahratta .	1st half	12,96,519	23,04,169	10,067	...	28,072	40,215	36,79,042
		2nd half	11,22,617	18,54,157	12,251	...	21,842	22,321	30,33,188
		Total .	24,19,136	41,58,326	22,318	...	49,914	62,536	67,12,230
XLIII	Guntakal-Mysore frontier.	1st half	1,03,073	1,14,413	560	...	...	902	2,18,948
		2nd half	1,09,662	1,33,094	544	...	17,392	1,151	2,62,043
		Total .	2,12,935	2,47,507	1,104	...	17,392	2,053	4,80,991
XLIV	Mysore section (Southern Mahratta).	1st half	3,74,957	4,09,773	3,109	...	599	5,757	7,94,195
		2nd half	3,62,315	4,18,264	3,184	...	504	6,519	7,90,786
		Total .	7,37,272	8,28,037	6,293	...	1,103	12,276	15,84,981
XLV	South Indian . .	1st half	24,44,939	20,85,629	10,782	...	2,200	51,836	45,95,386
		2nd half	22,90,217	19,98,416	10,975	...	3,913	46,674	43,50,195
		Total .	47,35,156	40,84,045	21,757	...	6,113	98,510	89,45,581
XLVI	Máyavaram-Mutupet .	1st half	90,751	30,525	574	...	...	329	1,22,179
		2nd half	92,605	31,745	651	...	...	591	1,25,592
		Total .	1,83,356	62,270	1,225	...	...	920	2,47,771
XLVII	Assam-Bengal . .	1st half	2,29,372	1,19,075	3,757	...	...	2,306	3,54,510
		2nd half	1,56,704	98,161	4,851	...	...	4,559	2,64,275
		Total .	3,86,076	2,17,236	8,608	...	...	6,865	6,18,785
XLVIII	Burma (*a*) . . .	1st half	21,58,069	20,65,504	13,385	18,615	13,555	41,306	43,10,434
		2nd half	17,50,965	14,82,348	11,848	10,375	500	42,089	32,98,125
		Total .	39,09,034	35,47,852	25,233	28,990	14,055	83,395	76,08,559
XLIX	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla 2'6" gauge, branch).	1st half	9,76,334	13,48,923	6,554	2,02,592	(*b*)	14,849	25,49,252
		2nd half	10,17,221	18,95,716	7,121	2,90,308	(*b*)	17,160	32,27,526
		Total .	19,93,555	32,44,639	13,675	4,92,900	(*b*)	32,009	57,76,778
	Dacca section . .	1st half	1,79,803	57,922	1,287	...	(*b*)	4,854	2,43,866
		2nd half	1,85,415	76,638	1,497	...	(*b*)	4,325	2,67,875
		Total .	3,65,218	1,34,560	2,784	...	(*b*)	9,179	5,11,741
	TOTAL METRE GAUGE carried over.	1st half	1,30,85,860	1,76,08,641	1,03,240	4,79,028	1,02,982	4,19,924	3,17,99,675
		2nd half	1,15,57,853	1,44,45,663	1,14,497	5,12,524	84,464	3,65,913	2,70,80,014
		Total .	2,46,43,713	3,20,54,304	2,17,737	9,91,552	1,87,446	7,84,937	5,88,79,689

(*a*) The working of this line has been transferred to a Company from the 1st September 1896.
(*b*) Shown under "Other items" as the information is not available separately.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1896.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1896.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—*contd.*		R	R	R	R	R	R	R
	Brought forward METRE GAUGE.	1st half	1,30,85,866	1,76,68,641	1,03,240	4,79,028	1,02,982	4,19,924	3,17,99,675
		2nd half	1,15,57,853	1,44,45,663	1,14,497	5,12,524	84,464	3,65,013	2,76,80,014
		Total	2,46,43,713	3,20,54,304	2,17,737	9,91,552	1,87,446	7,84,937	5,88,79,689
LI	Deoghur	1st half 2nd half	26,094	3,778	...	...	...	142	30,014
		Total	26,094	3,778	...	...	...	142	30,014
LII	Rohilkund and Kumaon (Company's section).	1st half	1,10,191	50,373	533	...	...	60,681	2,21,778
		2nd half	1,03,728	52,768	571	...	...	48,060	2,05,127
		Total	2,13,919	1,03,141	1,104	...	...	1,08,741	4,26,905
LIII	Bengal Dooars	1st half	24,513	71,367	138	7,386	...	2,338	1,05,742
		2nd half	25,481	1,34,416	133	6,440	...	—1,761	1,64,709
		Total	49,994	2,05,783	271	13,826	...	577	2,70,451
LIV	Dibru-Sadiya	1st half	64,873	3,32,411	7,023	...	1,667	16,794	3,22,768
		2nd half	62,866	3,39,612	6,661	...	2,959	12,494	3,24,592
		Total	1,27,739	4,72,023	13,684	...	4,626	29,288	6,47,360
LX	The Gaekwar's Mehsana	1st half	94,838	(a)1,70,469	2,107	...	...	7	2,67,421
		2nd half	85,648	66,604	2,800	...	...	810	1,55,862
		Total	1,80,486	(a)2,37,073	4,907	...	...	817	4,23,283
LXI	Kolhapur	1st half	52,626	12,084	477	...	...	216	65,403
		2nd half	40,911	14,152	411	...	...	773	56,252
		Total	93,537	26,241	888	...	...	989	1,21,655
LXII	Yeswantpur-Mysore frontier	1st half	49,535	55,712	462	...	...	386	1,06,095
		2nd half	53,601	63,087	566	...	...	451	1,17,705
		Total	1,03,136	1,18,799	1,028	...	...	837	2,23,800
LXIII	Mysore-Nanjangud	1st half	17,033	2,039	192	...	...	44	19,308
		2nd half	16,970	2,874	99	...	...	71	20,014
		Total	34,003	4,913	291	...	...	115	39,322
LXVI	Jodhpore-Bikaneer—Jodhpore section	1st half	2,91,837	3,50,972	8,548	...	...	675	6,52,032
		2nd half	2,23,817	2,79,563	8,163	...	149	741	5,12,433
		Total	5,15,654	6,30,535	16,711	...	149	1,416	11,64,465
	TOTAL METRE GAUGE carried over.	1st half	1,37,91,306	1,85,54,068	1,22,720	4,96,414	1,04,649	5,01,865	3,35,60,222
		2nd half	1,21,70,875	1,52,98,744	1,33,901	5,18,964	87,572	4,26,652	2,86,36,708
		Total(b)	2,59,88,273	3,38,56,590	2,56,621	10,05,378	1,92,221	9,27,859	6,22,26,944

(a) Including Rs. 80,884 on account of terminals relating to previous half-years.
(b) Including the Deoghur railway, for which yearly figures are shown.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*concluded.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	R	R	R	R	R	R
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE.	1st half	1,37,91,306	1,85,54,068	1,22,720	4,86,414	1,04,649	5,01,065	3,35,60,222
		2nd half	1,21,70,875	1,52,98,744	1,33,901	5,18,964	87,572	4,26,652	2,86,36,708
		Total(a)	2,59,88,275	3,38,36,590	2,56,621	10,05,378	1,92,221	9,27,859	6,22,20,944
	Jodhpore-Bikaneer—Bikaneer section	1st half	22,915	29,866	4,769	...	...	...	57,550
		2nd half	19,629	37,829	5,718	...	...	1	63,177
		Total	42,544	67,695	10,487	...	...	1	1,20,727
LXVII	Oodeypore-Chitor	1st half	49,023	18,782	463	...	...	12	68,180
		2nd half	47,690	18,835	496	...	...	18	67,039
		Total	96,713	37,517	959	...	...	30	1,35,219
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	5,33,177	6,97,003	9,655	...	5,298	8,773	12,53,906
		2nd half	4,50,807	2,50,002	6,249	...	7,498	12,356	7,26,972
		Total	9,84,044	9,47,005	15,904	...	12,756	21,129	19,80,878
LXIX	Jetalsar-Rájkot	1st half	75,262	28,962	1,639	...	...	42	1,05,955
		2nd half	73,486	16,276	1,218	...	...	181	91,161
		Total	1,48,748	45,238	2,907	...	...	223	1,97,116
	TOTAL METRE GAUGE	1st half	1,44,71,683	1,93,28,581	1,39,296	4,86,414	1,09,947	5,09,892	3,50,45,813
		2nd half	1,27,02,547	1,50,21,086	1,47,582	5,18,964	95,070	4,39,208	2,95,85,057
		Total (a)	2,72,60,324	3,49,54,045	2,86,878	10,05,378	2,05,017	9,49,242	6,46,60,884
	SPECIAL GAUGES.								
	Cherra-Companyganj (2′ 6″)	1st half	1,493	12,262	...	...	...	1	13,756
		2nd half	1,333	11,249	...	...	...	2	12,584
		Total	2,826	23,511	...	...	...	3	26,340
LXXV	Jorhát (2′ 6″)	1st half	5,879	25,559	...	...	...	426	31,864
		2nd half	4,937	52,717	...	...	...	479	58,133
		Total	10,816	78,276	...	...	...	905	89,997
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	1,48,463	2,44,342	2,272	...	...	4,095	3,99,172
		2nd half	1,48,047	2,29,038	2,239	...	...	2,498	3,82,422
		Total	2,96,510	4,73,980	4,511	...	...	6,593	7,81,594
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	84,145	81,528	1,401	...	...	834	1,67,908
		2nd half	64,403	25,403	823	...	...	251	90,880
		Total	1,48,548	1,06,931	2,224	...	...	1,085	2,58,788
LXXX	Cooch Behar (2′ 6″)	1st half	13,995	20,838	114	3,087	...	25	38,059
		2nd half	14,583	14,212	173	3,073	...	28	32,069
		Total	28,578	35,050	287	6,160	...	53	70,128
LXXXI	Morvi (2′ 6″)	1st half	1,29,313	80,745	3,424	...	...	1,098	2,14,580
		2nd half	1,23,735	44,757	2,337	...	...	1,474	1,72,303
		Total	2,53,048	1,25,502	5,761	...	...	2,572	3,86,883
	TOTAL SPECIAL GAUGES	1st half	3,83,288	4,65,274	7,211	3,087	...	6,479	8,65,339
		2nd half	3,57,038	3,77,976	5,572	3,073	...	4,732	7,48,391
		Total	7,40,326	8,43,250	12,783	6,160	...	11,211	16,13,730
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	9,19,35,339	15,40,05,539	7,69,296	12,54,967	14,55,500	32,10,975	25,32,76,844

(a) Including the Deoghar railway for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract H of

PASSEN

Classification Number.	Railway.	1896.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	STANDARD GAUGE.		Pies.		R	Pies.		R	Pies.		R
I	East Indian	1st half	15·26	32,489	3,36,304	5·37	100,275	4,19,177	3·31	603,848	6,49,064
		2nd half	15·61	32,823	3,26,037	6·62	106,556	4,37,635	3·39	587,500	5,85,065
		Total and average	15·43	65,312	6,62,401	6·49	206,831	8,56,812	3·35	1,191,348	12,34,129
III	Bengal-Nágpur	1st half	13·92	3,263	18,819	5·41	9,562	17,604	2·84	22,221	15,727
		2nd half	13·24	3,483	20,931	5·41	7,614	18,664	2·85	18,771	13,570
		Total and average	13·58	6,746	39,750	5·41	17,176	36,268	2·84	40,992	29,297
IV	Indian Midland	1st half	11·12	6,501	62,640	4·85	17,721	71,475	(a)2·98	(a)223,901	(a)2,81,823
		2nd half	10·90	5,940	64,133	4·44	22,640	80,027	(a)2·98	(a)178,718	(a)2,10,998
		Total and average	11·01	12,441	1,26,773	4·64	40,361	1,51,502	(a)2·93	(a)402,619	(a)4,92,821
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total and average	Included with the Rajputana-Malwa railway.								
IX	Bezwada extension (East Coast State).	1st half 2nd half Total and average	Included with the Nizam's Guaranteed state railway.								
X	Madras-Ennúr section (Bezwada-Madras).	1st half	11·55	902	395	4·52	3,574	757	...	...	...
		2nd half	9·83	874	371	4·98	2,962	572	...	...	...
		Total and average	10·69	1,776	766	4·75	6,536	1,329	...	...	...
XI	North Western State	1st half	10·87	23,689	1,71,626	4·23	74,465	2,19,869	3·01	511,351	5,07,683
		2nd half	11·04	23,142	1,73,878	4·43	74,648	2,14,405	3·01	429,386	4,37,530
		Total and average	10·95	46,831	3,45,504	4·33	149,113	4,34,274	3·01	940,737	9,45,213
XII	Hyderabad-Shadipalli	1st half	10·87	303	515	4·23	1,644	1,013	3·01	8,674	3,527
		2nd half	11·04	262	465	4·43	1,812	1,251	3·01	8,083	3,381
		Total and average	10·95	565	980	4·33	3,456	2,264	3·01	16,757	6,908
XIII	Oudh and Rohilkhand State.	1st half	11·54	13,120	68,051	4·95	35,908	80,946	4·00	77,015	74,584
		2nd half	11·38	9,857	50,003	4·96	32,464	75,302	4·00	65,074	63,238
		Total and average	11·46	22,977	1,18,054	4·95	68,372	1,56,248	4·00	142,089	1,37,822
XIV	Eastern Bengal State (c)	1st half	(d)14·21	24,565	96,308	(d)6·20	68,513	1,01,202	(d)3·06	476,720	2,40,057
		2nd half	(d)11·57	24,799	87,447	(d)6·05	74,896	1,06,034	(d)3·04	468,953	2,43,493
		Total and average	12·89	49,364	1,83,755	6·12	143,409	2,07,236	3·05	945,673	4,83,550
...	Bengal Central	1st half	14·21	1,263	2,492	6·20	15,651	9,098	3·06	58,377	31,885
		2nd half	11·57	1,399	2,811	6·05	17,401	9,647	3·04	57,906	32,032
		Total and average	12·89	2,662	5,303	6·12	33,052	18,745	3·05	116,283	63,917
XV	Calcutta Port Commissioners'.	1st half 2nd half Total and average	Open for goods traffic only			...	...	...	...	...	...
XVI	East Coast State	1st half	17·85	1,807	10,663	7·24	8,222	17,304	...	...	...
		2nd half	18·98	1,989	12,481	9·32	13,119	16,517	4·50	1,584	2,233
		Total and average	18·41	3,796	23,144	8·28	21,341	33,821	4·50	1,584	2,233
XVIII	Great Indian Peninsula	1st half	11·00	48,856	2,48,858	3·99	376,913	3,93,958	(a)3·00	(a)238,262	(a)4,34,428
		2nd half	10·94	51,151	2,70,306	3·92	387,728	4,11,437	(a)3·00	(a)190,828	(a)3,42,980
		Total and average	10·97	100,007	5,19,164	3·95	764,641	8,05,395	(a)3·00	(a)429,090	(a)7,77,408
XIX	Bombay, Baroda and Central India.	1st half	9·91	70,217	81,823	4·71	620,331	2,21,542	2·99	302,766	4,60,294
		2nd half	9·85	66,609	66,953	4·81	590,204	2,13,467	2·99	246,033	3,91,443
		Total and average	9·88	136,826	1,48,776	4·76	1,210,535	4,35,009	2·99	548,799	8,51,737
XX	Madras	1st half	11·55	11,326	1,01,826	4·52	56,289	1,24,461	...	...	...
		2nd half	9·83	12,860	97,236	4·98	48,508	1,19,133	...	...	...
		Total and average	10·69	24,186	1,99,062	4·75	104,497	2,43,594	...	...	...
XXXII	The Nizam's Guaranteed state.	1st half	15·28	4,069	29,749	4·83	18,907	38,607	(a)2·50	(a)171,859	(a)90,237
		2nd half	14·72	3,475	23,282	4·48	19,236	36,027	(a)2·50	(a)151,340	(a)74,907
		Total and average	15·00	7,544	53,031	4·65	38,143	74,634	(a)2·50	(a)323,199	(a)1,65,144
	TOTAL STANDARD GAUGE carried over	1st half	...	242,370	12,30,069	...	1,407,975	17,17,013	...	2,694,994	27,89,309
		2nd half	...	238,663	11,96,394	...	1,399,788	17,40,118	...	2,404,176	24,00,870
		Total and average	...	481,033	24,26,463	...	2,807,763	34,57,131	...	5,099,170	51,90,179

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

GEES.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1896.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
2·51	9,210,133	75,32,327	9,946,745	89,36,872	10,18,552	99,55,424	95	99,55,329	1st half	I	
2·51	7,980,753	65,09,735	8,707,632	78,58,532	10,06,048	88,64,580	1,452	88,63,128	2nd half		
2 51	17,190,886	1,40,42,062	18,654,377	1,67,95,404	20,24,600	1,88,20,004	1,547	1,88,18,457	Total and average.		
1·97	1,194,071	7,39,639	1,229,117	7,91,789	73,628	8,65,417	9	8,65,408	1st half	III	
2·00	1,000,080	5,03,574	1,029,948	6,46,739	82,805	7,29,544	...	7,29,544	2nd half		
1·9	2,194,151	13,33,213	2,259,065	14,38,528	1,56,433	15,94,961	9	15,94,952	Total and average.		
(*b*) 2·54	(*b*) 716,403	(*b*) 6,50,808	964,526	10,66,746	1,94,841	12,61,587	...	12,61,587	1st half	IV	(*a*) Third class by mail trains.
(*b*) 2·54	(*b*) 666,805	(*b*) 6,04,267	814,163	9,59,425	1,81,328	11,40,753	...	11,40,753	2nd half		(*b*) Third class by other than mail trains.
(*b*) 2·54	(*b*) 1,383,208	(*b*) 12,55,075	1,838,689	20,20,171	3,76,169	24,02,340	...	24,02,340	Total and average.		(*c*) Including the metre and special gauge sections of the undertaking.
								1,02,403	1st half	VI	
								98,421	2nd half		
								2,00 824	Total and average.		
								18,417	1st half	IX	
								15,284	2nd half		
								33,701	Total and average.		
2·11	327,339	18,542	331,815	19,694	243	19,937	...	19,937	1st half	X	(*d*) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge sections are pies 13·56, 6·09, 3·11, and 2·50 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1896, and pies 13·55, 6·34, 3·03, and 2·50, respectively, during the second-half of 1896.
2·10	298,875	18,507	302,711	19,450	768	20,218	...	20,218	2nd half		
2·10	626,214	37,049	634,526	39,144	1,011	40,155	...	40,155	Total and average.		
2·26	6,747,284	42,53,355	7,356,789	51,52,533	6,46,560	57,99,093	236	57,98,857	1st half	X	
2·27	6,155,730	36,97,495	6,682,906	45,23,308	6,36,271	51,59,579	...	51,59,579	2nd half		
2·26	12,903,014	79,50,850	14,039,695	96,75,841	12,82,831	1,09,58,672	236	1,09,58,436	Total and average.		
2·26	167,718	41,522	178,339	46,577	1,888	48,465	...	48,465	1st half	XII	
2·27	157,840	39,347	167,907	44,444	2,019	46,463	...	46,463	2nd half		
2·26	325,558	80,869	346,336	91,021	3.907	94,928	...	94,928	Total and average.		
2·50	2,980,853	17,27,900	3,106,896	19,51,481	1,84,547	21,36,028		21,36,024	1st half	XIII	
2·50	2,301,263	12,94,671	2,408,658	14,83,214	1,55,873	16,39,087	6	16,39,081	2nd half		
2·50	5,282,116	30,22,571	5,515,554	34,34,695	3,40,420	37,75,115	10	37,75,105	Total and average.		
(*d*) 2·57	4,897,860	19,14,925	5,467,638	23,52,492	2,82,221	26,34,713	...	26,34,713	1st half	XIV	
(*d*) 2·55	4,915,219	18,86,847	5,483,867	23,23,821	2,63,628	25,87,449	...	25,87,449	2nd half		
2·56	9,813,079	38,01,772	10,951,525	46,76,3	5,45,849	52,22,162	...	52,22,162	Total and average.		
2·57	817,144	2,58,979	892,435	3,02,454	6,858	3,09,312	...	3,09,312	1st half		
2·55	793,888	2,36,752	870,594	2,81,242	8,483	2,89,725	...	2,89,725	2nd half		
2·56	1,611,032	4,95,731	1,763,029	5,83,696	15,341	5,99,037	...	5,99,037	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XV	
									2nd half		
									Total and average.		
2·00	1,471,668	5,87,722	1,481,697	6,15,689	50,961	6,66,650	...	6,66,650	1st half	XVI	
2·00	1,280,823	5,72,730	1,297,515	6,03,961	33,750	6,37,711	...	6,37,711	2nd half		
2·00	2,752,491	11,60,452	2,779,212	12,19,650	84,711	13,04,361	...	13,04,361	Total and average.		
(*b*) 1·96	(*b*) 8,323,231	(*b*) 31,41,251	8,987,262	42,18,495	8,33,173	50,51,668	...	50,51,668	1st half	XVIII	
(*b*) 1·94	(*b*) 7,821,814	(*b*) 28,14,908	8,451,551	38,39,631	7,28,197	45,67,828	...	45,67,828	2nd half		
(*b*) 1·95	(*b*) 16,145,075	(*b*) 59,56,159	17,438,813	80,58,126	15,61,370	96,19,496	...	96,19,496	Total and average.		
2·35	7,532,063	18,26,658	8,525,377	25,90,317	3,53,137	29,43,454	136	29,43,318	1st half	XIX	
2·34	7,245,276	16,92,448	8,148,122	23,64,311	3,25,826	26,90,137	57	26,90,080	2nd half		
2·34	14,777,339	35,19,106	16,673,499	49,54,628	6,78,963	56,33,591	193	56,33,398	Total and average.		
2·11	4,841,532	18,18,677	4,909,147	20,44,964	2,99,781	23,44,745	...	23,44,745	1st half	XX	
2·10	4,756,749	17,36,133	4,818,117	19,52,502	2,84,858	22,37,360	...	22,37,360	2nd half		
2·10	9,598,281	35,54,810	9,727,264	39,97,466	5,84,639	45,82,105	...	45,82,105	Total and average.		
(*b*) 2·00	(*b*) 539,517	(*b*) 2,84,308	734,352	4,42,901	60,163	5,03,064	18,417	4,84,647	1st half	XXXII	
(*b*) 2·00	(*b*) 514,015	(*b*) 2,61,266	688,066	3,95,482	45,464	4,40,946	15,284	4,25,662	2nd half		
(*b*) 2·00	(*b*) 1,053,532	(*b*) 5,45,574	1,422,418	8,38,383	1,05,627	9,44,010	33,701	9,10,309	Total and average.		
...	49,766,816	2,47,96,613	54,112,155	3,05,33,004	40,06,553	3,45,39,557	18,897	3,46,41,480	1st half		
...	45,889,220	2,19,58,680	49,931,847	2,72,96,262	37,55,318	3,10,51,380	16,793	3,11,48,286	2nd half		
...	95,656,036	4,67,55,293	104,044,002	5,78,29,066	77,61,871	6,55,90,937	35,696	6,57,89,766	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract H of

PASSEN

Classification Number.	Railway.	1896.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	STANDARD GAUGE—*concld.*		Pies.		£	Pies.		£	Pies.		£
	Brought forward STANDARD GAUGE.	1st half	...	242,370	12,30,069	...	1,407,975	17,17,013	...	2,694,994	27,89,309
		2nd half	...	238,663	11,96,394	...	1,399,788	17,40,118	...	2,404,176	24,00,870
		Total and average.	...	481,033	24,26,463	...	2,807,763	34,57,131	...	5,099,170	51,90,179
XXXIII	Nágdá-Ujjain (*a*)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	9·85	50	126	4·81	164	205	2·99	143	66
		Total and average	9·85	50	126	4·81	164	205	2·99	143	66
XXXIV	The Gaekwar's Petlád	1st half	9·01	76	81	4·71	1,216	492	...	...	...
		2nd half	9·85	56	33	4·81	1,085	425	...	...	...
		Total and average	9·88	132	114	4·76	2,301	917	...	...	...
XXXV	Kolar Gold-fields	1st half	11·55	1,212	539	4·52	6,214	1,213	...	...	...
		2nd half	9·83	1,506	620	4·98	6,180	1,199	...	...	...
		Total and average	10·69	2,718	1,159	4·75	12,394	2,412	...	...	...
XXXVI	Rájpura-Bhátinda	1st half	10·87	1,751	3,772	4·23	2,785	2,641	3·01	23,988	9,564
		2nd half	11·04	2,326	4,334	4·43	3,061	2,776	3·01	19,996	7,772
		Total and average.	10·95	4,077	8,106	4·33	5,796	5,417	3·01	43,984	17,336
	TOTAL STANDARD GAUGE	1st half	...	245,409	12,34,461	...	1,418,140	17,21,359	...	2,718,932	27,98,873
		2nd half	...	242,601	12,01,507	...	1,410,278	17,44,723	...	2,424,315	24,08,708
		Total and average	...	488,010	24,35,968	...	2,828,418	34,66,082	...	5,143,297	52,07,581
	METRE GAUGE.										
XXXVIII	Bengal and North-Western— Tirhoot section Company's section	1st half	20·72	8,063	26,533	9·72	11,548	21,578	4·82	39,975	21,773
		2nd half	21·41	8,372	26,696	10·21	11,902	19,520	4·88	38,051	19,222
		Total and average	21·06	16,435	53,229	9·96	23,450	41,098	4·85	78,026	40,995
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	27·86	910	4,334	12·29	2,519	5,415	4·00	5,244	4,322
		2nd half	27·71	894	4,202	13·52	2,373	5,234	4·01	4,458	3,490
		Total and average	27·78	1,804	8,536	12·90	4,892	10,649	4·00	9,702	7,818
XL	Rajputana-Malwa	1st half	13·83	10,679	81,594	5·93	41,000	1,12,422	2·99	142,720	1,62,942
		2nd half	13·32	9,138	60,453	6·26	28,236	1,01,998	2·99	124,272	1,30,953
		Total and average	13·57	19,217	1,42,047	6·09	69,236	2,14,420	2·99	266,992	2,93,895
XLI	Pálanpur-Deesa	1st half	13·83	261	272	5·93	1,022	394	...	...	...
		2nd half	13·32	293	296	6·26	760	373	...	...	...
		Total and average	13·57	554	568	6·09	1,782	767	...	...	...
XLII	Southern Mahratta	1st half	11·53	9,269	52,738	4·84	31,591	77,814	...	...	...
		2nd half	11·36	8,752	51,626	5·29	25,346	66,187	...	...	...
		Total and average	11·44	18,021	1,04,364	5·06	56,937	1,44,001	...	...	...
XLIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
XLIV	Mysore section (Southern Mahratta).	1st half									
		2nd half									
		Total and average									
	TOTAL METRE GAUGE carried over	1st half	...	28,582	1,65,471	...	87,680	2,17,623	...	187,939	1,89,037
		2nd half	...	27,449	1,43,273	...	68,617	1,93,312	...	166,781	1,53,671
		Total and average.	...	56,031	3,08,744	...	156,297	4,10,935	...	354,720	3,42,708

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

GEES.

Fourth or Lowest class.			Total		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1896.	★ Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
...	19,766,816	2,47,96,613	54,112,155	3,05,33,004	40,06,553	3,45,39,557	18,897	3,46,41,480	1st half		
...	45,889,220	2,19,58,680	49,931,847	2,72,96,062	37,55,318	3,10,51,380	16,799	3,11,48,286	2nd half		
...	95,656,036	4,67,55,293	104,044,002	5,78,29,066	77,61,871	6,55,90,937	35,696	6,57,89,766	Total and average.		
...	...	...	...	...	...	...	...	...	1st half		
2·34	41,275	11,725	41,632	12,122	432	12,554	...	12,554	2nd half	XXXIII	(a) Opened for traffic on the 15th July 1896.
2·34	41,275	11,725	41,632	12,122	432	12,554	...	12,554	Total and average.		
2·35	150,694	26,440	151,986	27,013	1,323	28,336	...	28,336	1st half	XXXIV	
2·34	128,569	22,265	129,710	22,723	944	23,667	...	23,667	2nd half		
2·34	279,263	48,705	281,696	49,736	2,267	52,003	...	52,003	Total and average		
2·11	255,092	18,921	263,528	20,673	1,223	21,896	...	21,896	1st half	XXXV	
2·10	295,229	21,237	302,915	23,056	1,165	24,221	...	24,221	2nd half		
2·10	551,321	40,158	566,443	43,729	2,388	46,117	...	46,117	Total and average.		
2·26	509,264	1,87,159	537,738	2,03,136	10,944	2,14,080	...	2,14,080	1st half	XXXVI	
2·27	436,029	1,52,957	461,412	1,67,839	11,103	1,78,942	...	1,78,942	2nd half		
2·26	945,293	3,40,116	999,150	3,70,975	22,047	3,93,022	...	3,93,022	Total and average.		
....	50,682,866	2,50,29,133	55,065,407	3,07,83,826	40,20,043	3,48,03,869	18,897	3,49,05,792	1st half		
...	46,790,322	2,21,06,864	50,867,516	2,75,21,802	37,08,962	3,12,90,764	16,799	3,13,87,670	2nd half		
....	97,473,188	4,71,95,997	105,932,923	5,83,05,628	77,89,005	6,60,94,633	35,696	6,62,93,462	Total and average		
2·00	2,912,934	10,55,310	2,972,520	11,25,194	71,229	11,96,423	...	11,96,423	1st half	XXXVIII	
2·00	2,534,246	8,99,476	2,592,571	9,64,914	59,944	10,24,858	...	10,24,858	2nd half		
2·00	5,447,180	19,54,786	5,565,091	20,90,108	1,31,173	22,21,281	...	22,21,281	Total and average.		
2·21	433,305	1,49,603	441,978	1,63,674	13,178	1,76,852	...	1,76,852	1st half	XXXIX	
2·25	334,105	1,08,416	341,830	1,21,348	11,956	1,33,304	...	1,33,304	2nd half		
2·23	767,410	2,58,019	783,808	2,85,022	25,134	3,10,156	...	3,10,156	Total and average.		
2·00	5,993,678	32,08,125	6,187,477	35,65,083	3,84,581	39,49,664	1,02,473	38,47,191	1st half	XL	
2·00	5,083,184	27,43,062	5,244,830	30,36,468	3,62,812	33,99,278	98,430	33,00,848	2nd half		
2·00	11,076,862	59,51,187	11,432,307	66,01,549	7,47,393	72,46,469	2,00,903	71,48,039	Total and average		
2·00	58,583	9,811	59,866	10,477	1,100	11,577	...	11,577	1st half	XLI	
2·00	55,206	9,562	56,259	10,231	691	10,922	...	10,922	2nd half		
2·00	113,789	19,373	116,125	20,708	1,791	22,499	...	22,499	Total and average.		
2·00	3,845,418	15,76,889	3,886,278	17,07,441	1,86,302	18,93,743	3,97,224	12,96,519	1st half	XLII	
2·00	3,551,089	14,13,657	3,585,187	15,31,470	1,74,806	17,06,276	3,83,659	11,22,617	2nd half		
2,00	7,396,507	29,90,546	7,471,465	32,38,911	3,61,108	36,00,019	11,80,883	24,19,136	Total and average.		
								1,03,073	1st half	XLIII	
								1,39,862	2nd half		
								2,42,935	Total and average.		
								3,74,987	1st half	XLIV	
								3,62,315	2nd half		
								7,37,272	Total and average.		
...	13,243,918	59,99,738	13,548,119	65,71,869	6,56,390	72,28,259	6,90,697	70,06,592	1st half		
...	11,557,830	51,74,178	11,820,677	56,64,429	6,20,209	62,74,638	6,82,089	60,64,726	2nd half		
...	24,801,748	1,11,73,911	25,368,796	1,22,36,298	12,66,599	1,35,02,897	13,91,786	1,30,71,318	Total and average		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract H of

PASSEN

Classification Number.	Railway.	1896.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*contd.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Metre gauge.	1st half	...	28,582	1,65,471	...	87,680	2,17,623	...	187,939	1,89,037
		2nd half	...	27,449	1,43,273	...	68,617	1,93,312	...	166,781	1,53,671
		Total and average	...	56,031	3,08,744	...	156,297	4,10,935	...	354,720	342,708
XLV	South Indian	1st half	11·70	10,608	37,126	3·85	113,414	95,276	...	...	...
		2nd half	11·77	11,148	34,265	3·83	110,200	85,093	...	...	...
		Total and average	11·73	21,756	71,391	3·84	223,614	1,80,969	...	...	...
XLVI	Máyavaram-Mutupet	1st half	11·70	175	219	3·85	5,725	2,033	...	...	...
		2nd half	11·77	179	207	3·83	5,402	1,880	...	...	...
		Total and average	11·73	354	426	3·84	11,127	3,913	...	...	...
XLVII	Assam-Bengal	1st half	15·65	488	2,005	8·33	2,162	4,132	...	...	...
		2nd half	15·81	517	2,436	8·07	1,964	3,556	...	...	...
		Total and average	15·73	1,005	4,441	8·20	4,126	7,688	...	...	...
XLVIII	Burma (*a*)	1st half	13·72	10,884	49,530	5·00	132,109	1,12,983	...	...	...
		2nd half	14·02	9,944	42,984	5·56	123,155	98,200	...	...	...
		Total and average	13·87	20,828	92,514	5·28	255,264	2,11,183	...	...	...
LI	Deoghur	1st half	Details not furnished					...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section)	1st half	27·86	1,242	11,585	12·29	5,146	24,461	...	...	...
		2nd half	27·71	1,221	11,266	13·52	4,619	21,542	...	...	...
		Total and average	27·78	2,463	22,851	12·90	9,765	46,003	...	...	...
LIII	Bengal Dooars	1st half	*36·00	229	771	*21·00	878	1,571	*6·00	584	357
		2nd half	*36·00	212	719	*21·00	679	1,129	*6·00	481	306
		Total and average	*36·00	441	1,490	*21·00	1,557	2,700	*6·00	1,065	663
LIV	Dibru-Sadiya	1st half	*18·00	2,009	4,996	*9·00	1,369	2,045	...	...	...
		2nd half	*18·00	1,815	4,657	*9·00	1,128	1,671	...	...	...
		Total and average	*18·00	3,824	9,653	*9·00	2,497	3,716	...	...	...
LX	The Gaekwar's Mehsána	1st half	13·83	190	417	5·93	2,303	2,181	...	...	...
		2nd half	13·32	187	416	6·26	2,008	1,700	...	...	...
		Total and average	13·57	377	833	6·09	4,311	3,881	...	...	...
LXI	Kolhápur	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
LXII	Yesvantpur-Mysore frontier	1st half									
		2nd half									
		Total and average									
LXIII	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXVI	Jodhpore-Bickaneer—Jodhpore section	1st half	18·00	735	5,174	6·00	3,689	7,866	...	...	...
		2nd half	18·00	590	4,344	6·00	2,444	5,637	...	...	...
		Total and average	18·00	1,325	9,518	6·00	6,133	13,503	...	...	...
	Total Metre Gauge carried over	1st half	...	55,142	2,77,294	...	354,475	4,70,171	...	188,523	1,89,394
		2nd half	...	53,262	2,44,567	...	320,216	4,14,320	...	167,262	1,53,977
		(*b*) Total and average	...	108,404	5,21,861	...	674,691	8,84,491	...	355,785	3,43,371

A—continued.

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

GUBBS.

Fourth or Lowest class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
Average fare per mile.	Number.	Number.	Earnings.							
Pies.			R	R	R	R	R			
...	13,243,918	13,548,119	65,71,869	6,56,390	72,28,259	6,99,697	70,06,592	1st half		
...	11,557,830	11,820,677	56,64,429	6,10,209	62,74,638	6,82,089	60,64,726	2nd half		
...	24,801,748	25,368,796	2,22,36,298	12,66,599	1,35,02,897	13,81,786	1,30,71,318	Total and average.		
...										
1·99	6,364,695	6,488,717	23,20,596	1,24,343	24,44,939	...	24,44,939	1st half	XLV	
2·00	6,043,889	6,165,237	21,73,734	1,16,483	22,90,217	...	22,90,217	2nd half		
1·99	12,408,584	12,653,954	44,94,330	2,40,826	47,35,156	...	47,35,156	Total and average.		
1·99	537,723	543,623	89,076	1,675	90,751	...	90,751	1st half	XLVI	
2·00	540,214	545,795	91,015	1,590	92,605	...	92,605	2nd half		
1·99	1,077,937	1,089,418	1,80,091	3,265	1,83,356	...	1,83,356	Total and average.		
3·00	373,912	376,562	2,20,393	8,979	2,29,372	...	2,29,372	1st half	XLVII	(a) The working of this line has been transferred to a company from the 1st September 1896.
3·00	301,791	304,272	1,48,350	8,354	1,56,704	...	1,56,704	2nd half		
3·00	675,703	680,834	3,68,743	17,333	3,86,076	...	3,86,076	Total and average.		
3·00	3,824,011	3,967,604	20,67,678	90,391	21,58,069	...	21,58,069	1st half	XLVIII	
2·88	3,619,823	3,752,422	16,56,336	94,631	17,50,967	2	17,50,965	2nd half		
2·94	7,443,334	7,719,426	37,24,014	1,85,022	39,09,036	2	39,09,034	Total and average.		
...	...	...	...	...	26,094	...	26,094	1st half	LI	
...	...	...	...	...	26,094	...	26,094	2nd half		
...	...	...	...	...	26,094	...	26,094	Total and average.		
2·21	85,971	92,359	89,386	20,805	1,10,191	...	1,10,191	1st half	LII	
2·25	76,787	82,627	81,221	22,507	1,03,728	...	1,03,728	2nd half		
2·23	162,758	174,986	1,70,607	43,312	2,13,919	...	2,13,919	Total and average.		
*3·00	72,005	73,696	20,957	3,556	24,513	...	24,513	1st half	LIII	*Actual single journey fare.
*3·00	75,234	76,606	21,804	3,677	25,481	...	25,481	2nd half		
*3·00	147,239	150,302	42,761	7,233	49,994	...	49,994	Total and average.		
*4·00	1,04,121	107,499	56,115	8,758	64,873	...	64,873	1st half	LIV	
*4·00	1,06,643	109,580	53,510	9,356	62,866	...	62,866	2nd half		
*4·00	210,764	217,085	1,09,625	18,114	1,27,739	...	1,27,739	Total and average.		
2·00	369,636	372,129	90,530	4,308	94,838	...	94,838	1st half	LX	
2·00	323,179	325,374	80,333	5,315	85,648	...	85,648	2nd half		
2·00	692,815	697,503	1,70,863	9,623	1,80,486	...	1,80,486	Total and average.		
...							52,626	1st half	LXI	
...							40,911	2nd half		
...							93,537	Total and average.		
...							49,535	1st half	LXII	
...							53,601	2nd half		
...							1,03,136	Total and average.		
...							17,033	1st half	LXIII	
...							16,970	2nd half		
...							34,003	Total and average.		
2·00	424,876	429,300	2,64,378	27,459	2,91,837	...	2,91,837	1st half	LXVI	
2·00	323,223	326,257	1,99,657	24,160	2,23,817	...	2,23,817	2nd half		
2·00	748,099	755,557	4,64,035	51,619	5,15,654	...	5,15,654	Total and average.		
...	25,400,868	25,999,008	1,17,90,978	9,46,664	1,27,37,642	6,99,697	1,26,35,169	1st half		
...	22,968,113	23,508,853	1,01,70,389	8,96,282	1,10,66,671	6,82,091	1,09,68,239	2nd half		
...	48,368,981	49,307,861	2,19,61,367	18,42,946	2,38,30,407	13,81,788	2,36,29,502	(b) Total and average.		(b) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract H of

Classification Number.	Railway.	1896.	PASSEN								
			First Class.			Second Class.			Third or Intermidiate Class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
			Pies.		R	Pies.		R	Pies.		R
	Metre Gauge—*concld.*										
	Brought forward Metre Gauge	1st half	...	55,142	2,77,294	...	354,475	4,70,171	...	188,523	189,394
		2nd half	...	53,262	2,44,567	...	320,216	4,14,320	...	167,262	153,977
		Total and average.	...	108,404	521,861	...	674,691	8,84,491	...	355,785	343,371
LXVI	Jodhpore-Bickaneer— Bickaneer section	1st half	18·00	151	588	6·00	404	537	...	...	...
		2nd half	18·00	160	432	6·00	362	495	...	...	...
		Total and average.	18·00	311	1,020	6·00	766	1,032	...	...	...
LXVII	Oodeypore-Chitor	1st half	13·83	189	797	5·98	886	1,536	...	...	...
		2nd half	13·32	321	1,033	6·26	828	1,702	...	...	...
		Total and average	13·57	510	1,830	6·09	1,714	3,238	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	11·03	2,327	8,213	5·44	20,593	28,166	...	...	...
		2nd half	11·07	1,987	5,979	5·44	18,791	22,931	...	...	...
		Total and average.	11·05	4,314	14,192	5·44	39,384	51,097	...	...	...
LXIX	Jetalsar-Rájkot	1st half	11·03	948	1,844	5·44	6,752	5,751	...	...	...
		2nd half	11·07	999	1,956	5·44	6,051	5,230	...	...	...
		Total and average.	11·05	1,947	3,800	5·44	12,803	10,981	...	...	...
	Total Metre Gauge	1st half	...	58,757	2,88,736	...	383,110	5,06,161	...	188,523	1,89,394
		2nd half	...	56,729	2,53,967	...	346,248	4,44,678	...	167,262	1,53,977
		Total and average. (a)	...	215,486	5,42,703	...	729,358	9,50,839	...	355,785	343,371
	Special Gauges.										
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXVI	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,676	31,865	*36·00	6,018	36,893	...	...	...
		2nd half	*72·00	2,267	28,580	*36·00	5,852	36,279	...	...	...
		Total and average.	*72·00	4,943	60,445	*36·00	11,870	73,172	...	...	...
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	(b)*9·00	(b)3,120	(b)2,941	...	...	...
		2nd half	...	...	...	(b)*9·00	(b)1,895	(b)2,038	...	...	...
		Total and average.	...	...	...	(b)*9·00	(b)5,015	(b)4,979	...	...	...
LXXX	Cooch Behar (2′ 6″)	1st half	*24·00	205	436	*12·00	410	461	*6·00	1,125	596
		2nd half	*24·00	84	225	*12·00	463	482	*6·00	1,207	627
		Total and average.	*24·00	289	661	*12·00	873	943	*6·00	2,332	1,223
LXXXI	Morvi (2′ 6″)	1st half	*12·00	937	3,858	*6·00	3,970	7,762	...	...	...
		2nd half	*12·00	951	3,794	*6·00	3,538	7,180	...	...	...
		Total and average.	*12·00	1,888	7,652	*6·00	7,508	14,942	...	...	...
	Total Special Gauges	1st half	...	3,818	36,159	...	13,518	48,057	...	1,125	596
		2nd half	...	3,302	34,599	...	11,748	45,979	...	1,207	627
		Total and average.	...	7,120	68,758	...	25,266	94,036	...	2,332	1,223
	Total of all Gauges for the year.	...	...	710,616	30,47,429	...	3,583,042	45,10,957	...	5,501,414	55,52,175

A—continued.

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

GEN8:

Fourth or Lowest Class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.						
Pies.		₹		₹	₹	₹	₹	₹		
...	25,400,868	1,08,54,119	25,999,008	1,17,90,978	9,46,664	1,27,37,642	6,99,697	1,26,35,169	1st half	
...	22,968,113	93,57,525	23,508,853	1,01,70,389	8,96,282	1,10,66,671	6,82,091	1,09,68,239	2nd half	(a) Including the Deoghur railway, for which yearly figures are shown.
...	48,368,981	2,02,11,644	49,507,861	2,19,61,367	18,42,946	2,38,30,407	13,81,788	2,36,29,502	(a) Total and average.	
2·00	50,856	19,409	51,411	20,534	2,381	22,915	...	22,915	1st half	LXVI
2·00	41,309	15,984	41,831	16,911	2,718	19,629	...	19,629	2nd half	LXVI
2·00	92,165	35,393	93,242	37,445	5,099	42,544	...	42,544	Total and average.	
2·00	102,010	43,396	103,085	45,729	3,294	49,023	...	49,023	1st half	LXVII
2·00	97,114	41,365	98,263	44,100	3,590	47,690	...	47,690	2nd half	LXVII
2·00	199,124	84,761	2,01,348	89,829	6,884	96,713	...	96,713	Total and average.	
2·75	912,420	4,63,353	935,340	4,99,732	33,707	5,33,439	262	5,33,177	1st half	LXVIII
2·75	795,623	3,96,633	816,401	4,25,563	25,335	4,50,898	31	4,50,867	2nd half	LXVIII
2·75	1,708,043	8,60,006	1,751,741	9,25,295	59,042	9,84,337	293	9,84,044	Total and average.	
2·75	162,405	62,031	170,105	69,626	5,648	75,274	12	75,262	1st half	LXIX
2·75	152,994	59,554	160,044	66,740	6,754	73,494	8	73,486	2nd half	LXIX
2·75	315,399	1,21,585	330,149	1,36,366	12,402	1,48,768	20	1,48,748	Total and average.	
...	26,628,559	1,14,42,308	27,258,949	1,24,26,599	9,91,694	1,34,18,293	6,99,971	1,33,15,546	1st half	
...	24,055,153	98,71,081	24,625,392	1,07,23,703	9,34,679	1,16,58,382	6,82,130	1,15,59,911	2nd half (a)	
...	50,683,712	2,13,13,389	51,884,341	2,31,50,302	19,26,373	2,51,02,769	13,82,101	2,49,01,551	Total and average.	
...	...	...	...	...	...	1,493	...	1,493	1st half	
...	...	...	...	...	...	1,333	...	1,333	2nd half	
...	...	...	...	...	...	2,826	...	2,826	Total and average.	
...	...	...	...	...	...	5,879	...	5,879	1st half	LXXV
...	...	...	...	...	...	4,937	...	4,937	2nd half	LXXV
...	...	...	...	...	...	10,816	...	10,816	Total and average.	
*15·00	22,427	46,642	31,121	1,15,400	33,063	1,48,463	...	1,48,463	1st half	LXXVI
*15·00	23,889	46,989	32,008	1,11,848	36,199	1,48,047	...	1,48,047	2nd half	LXXVI
*15·00	46,316	93,631	63,129	2,27,248	69,262	2,96,510	...	2,96,510	Total and average.	
(c)*3·00	(c)258,947	(c) 78,220	262,067	81,161	2,984	84,145	...	84,145	1st half	LXXVIII
(c)*3·00	( )205,185	(c) 59,843	211,080	61,881	2,522	64,403	...	64,403	2nd half	LXXVIII
(c)*3·00	468,132	(c) 1,38,063	4,73,147	1,43,042	5,506	1,48,548	...	1,48,548	Total and average.	(b) Upper class. (c) Lower class.
*4·00	35,287	11,057	37,027	12,550	1,445	13,995	...	13,995	1st half	LXXX
*4·00	38,985	12,110	40,739	13,444	1,139	14,583	...	14,583	2nd half	LXXX
*4·00	74,272	23,167	77,766	25,994	2,584	28,578	...	28,578	Total and average.	
*3·00	163,812	1,06,623	168,719	1,18,243	11,070	1,29,313	...	1,29,313	1st half	LXXXI
*3·00	164,157	1,04,611	168,646	1,15,585	8,150	1,23,735	...	1,23,735	2nd half	LXXXI
*3·00	327,969	2,11,234	3,37,365	2,33,828	19,220	2,53,048	...	2,53,048	Total and average.	
...	480,473	2,42,542	4,98,934	3,27,354	48,562	3,83,288	...	3,83,288		
...	436,216	2,23,553	4,52,473	3,02,758	48,010	3,57,308	...	3,57,038		
...	916,689	4,66,095	9,51,407	6,30,112	96,572	7,40,326	...	7,40,326		
...	149,073,589	6,89,75,481	158,768,671	8,20,86,043	98,11,950	9,19,37,728	14,17,797	9,19,35,339		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract I of

Classification Number.	Railway.	1896.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
	Standard Gauge.							
I	East Indian	1st half	354,955,976	1,19,51,514	1,197,473	1,22,383	20,945,702	2,50,084
		2nd half	357,734,053	1,19,13,083	1,633,076	1,54,309	23,439,484	2,60,622
		Total	712,690,029	2,38,64,597	2,830,549	2,76,692	44,385,186	5,10,706
III	Bengal-Nágpur	1st half	56,000,738	22,65,502	26,530	2,667	4,729,044	69,326
		2nd half	35,223,841	13,95,656	50,325	4,076	4,992,772	89,566
		Total	91,224,579	36,61,158	76,855	6,743	9,721,816	1,58,892
IV	Indian Midland	1st half	34,539,032	14,73,111	445,333	16,163	3,279,120	49,392
		2nd half	38,525,307	15,09,585	110,613	6,875	7,412,309	1,02,892
		Total	73,064,339	29,82,696	5,55,946	23,038	10,691,429	1,52,284
VI	Godhrá-Ratlam-Nágdá	1st half	Included with the Rajputana-Malwa railway					
		2nd half						
		Total						
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed state railway				...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
X	Madras-Gunúr section (Bezwada-Madras.)	1st half	71,086	4,421	...	...	10,689	201
		2nd half	202,832	14,819	...	...	102,663	1,415
		Total	273,918	19,240	...	...	113,352	1,616
XI	North Western State	1st half	251,865,544	82,58,412	3,375,055	2,55,097	52,955,705	7,17,646
		2nd half	220,612,552	71,42,505	2,317,561	1,76,787	34,587,540	5,09,132
		Total	472,478,096	1,54,00,917	5,692,616	4,31,884	87,543,305	12,26,778
XII	Hyderabad-Shadipalli	1st half	664,122	39,626	236	35	110,371	1,821
		2nd half	670,602	36,888	255	42	167,250	2,230
		Total	1,334,724	76,514	491	76	277,621	4,051
XIII	Oudh and Rohilkhand State.	1st half	68,542,635	23,64,113	185,977	16,419	7,955,693	1,15,662
		2nd half	48,848,151	16,90,677	283,750	23,460	6,337,834	92,666
		Total	117,390,786	40,54,790	469,727	39,879	14,293,527	2,08,328
XIV	Eastern Bengal State(a)	1st half	62,203,630	28,56,385	16,872	1,314	5,870,848	74,914
		2nd half	107,241,168	56,64,509	13,473	1,256	6,753,052	86,171
		Total	169,444,798	85,20,894	30,345	2,570	12,623,900	1,61,085
...	Bengal Central	1st half	2,979,318	91,507	39	25	107,686	1,374
		2nd half	6,437,437	2,05,258	186	82	60,602	773
		Total	9,416,755	2,96,765	225	107	168,288	2,147
XV	Calcutta Port Commissioners',	1st half	Details not furnished.		...	...	...	...
		2nd half						
		Total	...	...	...	...	...	...
XVI	East Coast State	1st half	12,749,765	2,83,542	...	...	15,300,849	1,91,936
		2nd half	13,652,796	3,02,380	754	59	9,914,550	1,27,894
		Total	26,402,561	5,85,922	754	59	25,215,399	3,19,830
XVIII	Great Indian Peninsula	1st half	306,862,294	1,45,65,638	1,311,498	1,29,197	23,923,756	3,88,360
		2nd half	157,741,942	77,27,495	680,509	76,273	23,622,302	2,95,877
		Total	462,604,236	2,22,93,133	1,992,007	2,05,470	47,546,058	6,84,237
XIX	Bombay, Baroda and Central India.	1st half	133,838,109	59,70,054	166,944	15,622	4,654,567	97,135
		2nd half	65,732,936	31,13,547	122,607	12,601	6,937,965	1,42,683
		Total	199,571,045	90,83,601	289,551	28,223	11,592,532	2,39,818
XX	Madras	1st half	58,708,672	27,40,171	243,074	34,844	2,096,861	43,989
		2nd half	57,638,656	27,13,849	272,488	43,475	2,330,009	47,861
		Total	116,347,328	54,54,020	515,562	78,319	4,426,870	91,850
XXXII	The Nizam's Guaranteed state.	1st half	15,687,511	7,56,192	46,023	5,918	1,653,380	26,103
		2nd half	11,612,656	6,12,675	46,542	6,241	1,375,806	18,916
		Total	27,300,167	13,68,867	92,565	12,159	3,029,186	45,019
XXXIII	Nágdá-Ujjain (b)	1st half	...	...	...	...	...	...
		2nd half	453,764	27,680	...	...	2,753	41
		Total	453,764	27,680	...	...	2,753	41
XXXIV	The Gaekwar's Petád	1st half	222,529	17,663	...	...	387	7
		2nd half	98,066	13,633	...	...	691	10
		Total	320,595	31,296	...	...	1,078	17
	Total Standard Gauge carried over.	1st half	1,359,890,961	5,36,37,851	7,015,054	5,99,684	143,594,718	20,27,950
		2nd half	1,120,426,759	4,40,84,239	5,532,139	5,05,536	128,037,582	17,78,749
		Total	2,480,317,720	9,77,22,090	12,547,193	11,05,220	271,632,300	38,06,699

A—continued.

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
	£	£	£	£	£			
339,057,132	57,94,305	1,29,079	1,81,57,365	7,865	1,81,49,500	1st half	I	
310,201,540	52,93,607	1,57,498	1,77,79,119	5,412	1,77,73,707	2nd half		
649,258,672	1,09,97,912	2,86,577	3,59,36,484	13,277	3,59,23,207	Total		
13,885,695	2,30,365	5,702	25,73,562	136	25,73,426	1st half	III	
11,707,623	1,91,905	10,011	16,91,214	221	16,90,993	2nd half		
25,593,318	4,22,270	15,713	42,64,776	357	42,64,419	Total		
4,476,256	58,003	11,525	16,08,194	...	16,08,194	1st half	IV	
4,956,034	64,929	8,934	16,93,215	...	16,93,215	2nd half		
9,432,890	1,22,932	20,459	33,01,409	...	33,01,409	Total		
					7,46,213	1st half	VI	
					3,43,331	2nd half		
					10,89,544	Total		
					70,969	1st half	IX	
					49,258	2nd half		
					1,20,227	Total		
...	...	4	4,626	...	4,626	1st half	X	
...	...	8	16,242	...	16,242	2nd half		
...	...	12	20,868	...	20,868	Total		
22,563,661	3,03,141	1,11,245	96,45,541	407	96,45,134	1st half	XI	
11,907,273	1,77,842	2,00,201	81,06,467	3	81,06,464	2nd half		
34,470,934	4,80,983	2,11,446	1,77,52,008	410	1,77,51,598	Total		
1,504	38	207	41,727	...	41,727	1st half	XII	
131	4	242	39,406	...	39,406	2nd half		
1,635	42	449	81,133	...	81,133	Total		
9,035,646	1,35,113	14,776	26,46,083	3	26,46,080	1st half	XIII	
4,741,000	72,320	25,095	19,04,218	1	19,04,217	2nd half		
13,776,646	2,07,433	39,871	45,50,301	4	45,50,297	Total		
8,055,453	1,38,502	18,718	30,89,833	...	30,89,833	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking.
6,522,847	1,15,271	28,430	58,95,637	...	58,95,637	2nd half		
14,578,300	2,53,773	47,148	89,85,470	...	89,85,470	Total		
573,091	12,389	649	1,05,944	...	1,05,944	1st half		
670,028	14,615	—2,082	2,18,646	...	2,18,646	2nd half		
1,243,119	27,004	—1,433	3,24,590	...	3,24,590	Total		
...	...	...	1,71,058	...	1,71,058	1st half	XV	
			2,29,582	...	2,29,582	2nd half		
...	...	...	4,00,640	...	4,00,640	Total		
3,514,850	54,299	11,156	5,40,933	...	5,40,933	1st half	XVI	
1,867,528	24,882	5,253	4,60,468	...	4,60,468	2nd half		
5,382,378	79,181	16,409	10,01,401	...	10,01,401	Total		
28,706,355	4,89,968	1,13,048	1,56,86,211	...	1,56,86,211	1st half	XVIII	
36,310,773	4,91,737	1,12,091	87,03,473	...	87,03,473	2nd half		
65,017,128	9,81,705	2,25,139	2,43,89,684	...	2,43,89,684	Total		
17,204,669	3,21,467	1,67,905	65,72,183	...	65,72,183	1st half	XIX	
9,790,416	1,57,650	1,88,954	36,15,435	32	36,15,403	2nd half		
26,995,085	4,79,117	3,56,859	1,01,87,618	32	1,01,87,586	Total		
7,808,729	1,72,484	30,662	30,22,150	...	30,22,150	1st half	XX	
10,222,863	2,26,094	28,943	30,60,222	...	30,60,222	2nd half		
18,031,592	3,98,578	59,605	60,82,372	...	60,82,372	Total		
20,724,749	4,88,180	8,083	12,84,476	70,969	12,13,507	1st half	XXXII	
27,292,553	5,06,329	6,722	11,50,883	51,119	10,99,764	2nd half		
48,017,302	9,94,509	14,805	24,35,359	1,22,088	23,13,271	Total		
...	...	...	...	...	...	1st half	XXXIII	(b) Opene for traffic on the 15th July 1896.
1,389	46	137	27,904	...	27,904	2nd half		
1,389	46	137	27,904	...	27,904	Total		
3,977	73	32,789(c)	50,532(c)	...	50,532(c)	1st half	XXXIV	(c) Including R32,507 on account of terminals relating to previous years.
1,447	21	407	14,071	...	14,071	2nd half		
5,424	94	33,196	64,603	...	64,603	Total		
475,611,767	81,08,327	6,55,548	6,52,00,413	79,380	6,59,38,220	1st half		
436,194,045	73,37,252	6,70,844	5,46,06,202	56,788	5,49,42,003	2nd half		
911,805,812	1,54,45,579	13,26,392	11,98,06,616	1,36,168	12,08,80,223	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract I of

Classification Number.	Railway.	1896.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				R		R		R
	STANDARD GAUGE—*concld.*							
	Brought forward STANDARD GAUGE.	1st half	1,359,890,961	5,36,37,851	7,013,054	5,99,684	143,594,718	20,27,950
		2nd half	1,120,426,759	4,40,84,239	5,532,139	5,05,536	128,037,582	17,78,749
		Total .	2,480,317,720	9,77,22,090	12,547,193	11,05,220	271,632,300	38,06,699
XXXV	Kolar Gold-fields .	1st half	133,935	14,319	...	...	788	47
		2nd half	148,878	17,699	...	...	23,384	388
		Total .	282,813	32,018	...	...	24,172	435
XXXVI	Rájpura-Bhatinda .	1st half	11,045,607	3,83,044	81,726	10,288	303,930	4,460
		2nd half	4,445,793	1,74,590	100,143	12,231	214,070	2,994
		Total .	15,491,400	5,57,634	181,869	22,519	518,000	7,454
	TOTAL STANDARD GAUGE	1st half	1,371,070,503	5,40,35,214	7,096,780	6,09,972	143,899,436	20,32,457
		2nd half	1,125,021,430	4,42,76,528	5,632,282	5,17,767	128,275,036	17,82,131
		Total .	2,496,091,933	9,83,11,742	12,729,062	11,27,739	272,174,472	38,14,588
	METRE GAUGE.							
XXXVIII	Bengal and North-Western—							
	Tirhoot section .	1st half	42,544,067	15,41,408	...	...	4,282,596	54,374
	Company's section .	2nd half	35,787,882	11,19,103	...	...	3,958,868	55,757
		Total .	78,331,940	26,60,511	...	...	8,241,464	1,10,091
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	7,698,326	2,88,430	6,888	491	1,183,267	15,097
		2nd half	4,788,087	1,76,772	5,913	454	1,027,594	13,111
		Total .	12,486,413	4,65,202	12,801	945	2,210,861	28,208
XL	Rajputana-Malwa .	1st half	184,943,817	73,78,042	386,173	37,720	7,252,769	1,42,801
		2nd half	134,912,612	50,71,697	490,244	46,700	5,266,814	1,11,794
		Total .	319,856,429	1,24,49,739	876,417	84,420	12,519,583	2,54,595
XLI	Pálanpur-Deesa .	1st half	136,348	7,920	1,299	129	4,881	68
		2nd half	91,752	8,823	865	89	1,109	17
		Total .	228,100	16,743	2,164	218	5,990	85
XLII	Southern Mahratta .	1st half	72,142,766	27,02,683	85,084	8,947	5,461,116	66,286
		2nd half	59,014,467	22,66,788	42,798	4,768	6,632,669	73,905
		Total .	131,157,233	49,69,471	127,882	13,715	12,093,785	1,40,191
XLIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway					
		2nd half						
		Total .						
XLIV	Mysore section (Southern Mahratta).	1st half						
		2nd half						
		Total .						
XLV	South Indian .	1st half	42,633,298	19,59,227	11,844	1,272	5,130,628	69,469
		2nd half	40,879,934	19,00,218	7,055	870	5,167,963	67,205
		Total .	83,513,232	38,59,445	18,899	2,142	10,298,591	1,36,674
XLVI	Móyavaram-Mutupet .	1st half	607,798	27,889	278	23	162,164	1,995
		2nd half	636,879	29,622	...	...	123,001	1,546
		Total .	1,244,677	57,511	278	23	285,165	3,541
XLVII	Assam-Bengal .	1st half	647,912	28,519	...	...	6,707,595	86,808
		2nd half	1,052,929	45,918	...	...	3,872,121	49,414
		Total .	1,700,841	74,437	...	...	10,579,716	1,36,222
XLVIII	Burma (*b*) .	1st half	43,826,721	18,70,821	160,070	12,470	6,008,470	76,830
		2nd half	33,066,127	12,76,076	84,125	7,218	10,575,008	1,24,454
		Total .	76,872,848	31,46,897	244,195	19,688	16,583,478	2,01,284
LI	Deoghur . .	1st half	Details not furnished		...	...	...	...
		2nd half						
		Total .						
LII	Rohilkund and Kumaon (Company's section) .	1st half	817,310	46,203	18,304	2,042	45,309	578
		2nd half	781,082	49,158	10,746	1,135	143,850	1,835
		Total .	1,598,392	95,361	29,050	3,177	189,159	2,413
LIII	Bengal Doears .	1st half	219,739	65,056	...	...	10,902	2,812
		2nd half	405,384	1,28,350	...	...	5,294	1,417
		Total .	625,123	1,93,406	...	...	16,196	4,229
	TOTAL METRE GAUGE carried over	1st half	396,218,102	1,59,16,198	669,940	63,094	36,249,697	5,17,078
		2nd half	311,417,135	1,20,72,525	641,746	61,234	36,774,291	5,00,455
		Total(*c*)	707,635,237	2,79,88,723	1,311,686	1,24,328	73,023,988	10,17,533

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
475,611,767	81,08,327	6,55,548	6,52,00,418	79,380	6,59,38,220	1st half		
436,194,045	73,37,252	6,70,844	5,46,06,202	56,788	5,49,42,003	2nd half		
911,805,812	1,54,45,579	13,26,392	11,98,06,620	1,36,168	12,08,80,223	Total.		
331,925	33,561	137	48,064	...	48,064	1st half	XXXV	
426,138	42,329	211	60,627	...	60,627	2nd half		
758,063	75,890	348	1,08,691	...	1,08,691	Total.		
140,019	1,992	1,154	4,00,938	...	4,00,938	1st half	XXXVI	
356,237	6,506	1,270	1,97,591	...	1,97,591	2nd half		
496,256	8,498	2,424	5,98,529	...	5,98,529	Total.		
5,083,711	81,43,880	6,56,839	6,56,49,420	79,380	6,63,87,222	1st half		
436,976,420	73,86,087	6,72,325	5,48,64,420	56,788	5,52,00,221	2nd half		
913,060,131	1,55,29,967	13,29,164	12,05,13,840	1,36,168	12,15,87,443	Total.		
4,212,339	77,406	15,377	16,88,525	26,995	16,61,530	1st half	XXXVIII	
2,009,994	31,347	5,466	12,11,613	...	12,11,613	2nd half		
6,222,333	1,08,753	20,783	29,00,138	26,995	28,73,143	Total.		
9,919	162	873	3,05,053	...	3,05,053	1st half	XXXIX	
3,330	54	936	1,91,327	...	1,91,327	2nd half		
13,249	216	1,809	4,96,380	...	4,96,380	Total.		
12,888,320	2,40,031	33,837	78,32,431	7,46,213	70,86,918	1st half	XL	
6,190,701	99,848	59,210	53,89,249	3,44,115	50,45,134	2nd half		
19,079,021	3,39,879	93,047	1,32,21,680	10,90,328	1,21,31,352	Total.		
...	...	(a) 11,790	(a) 19,907	...	(a) 19,907	1st half	XLI	(a) Including £11,602 on account of terminals relating to previous years.
...	...	121	9,050	...	9,050	2nd half		
...	...	11,911	28,957	...	28,957	Total.		
6,584,620	97,615	22,658	28,98,189	5,94,020	23,04,169	1st half	XLII	
8,858,662	1,27,688	12,484	24,85,633	6,31,476	18,54,157	2nd half		
15,443,282	2,25,303	35,142	53,83,822	12,25,496	41,58,326	Total.		
					1,14,413	1st half	XLIII	
					1,33,094	2nd half		
					2,47,507	Total.		
					4,09,773	1st half	XLIV	
					4,18,264	2nd half		
					8,28,037	Total.		
3,990,048	46,023	9,638	20,85,629	...	20,85,629	1st half	XLV	
1,473,093	21,461	8,662	19,98,416	...	19,98,416	2nd half		
4,563,141	67,484	18,300	40,84,045	...	40,84,045	Total.		
33,075	406	212	30,525	...	30,525	1st half	XLVI	
28,924	391	186	31,745	...	31,745	2nd half		
61,999	797	398	62,270	...	62,270	Total.		
218,494	3,584	164	1,19,075	...	1,19,075	1st half	XLVII	
195,611	2,592	237	98,161	...	98,161	2nd half		
414,105	6,176	401	2,17,236	...	2,17,236	Total.		
1,008,928	30,561	75,055	20,65,737	233	20,65,504	1st half	XLVIII	(b) The working of this line has been transferred to a company from the 1st September 1896.
2,412,994	34,871	41,271	14,83,890	1,542	14,82,348	2nd half		
4,441,022	65,432	1,16,326	35,49,627	1,775	35,47,852	Total.		
	...	...	3,778	...	3,778	1st half	LI	
			3,778	...	3,778	2nd half		
						Total.		
...	...	1,550	50,373	...	50,373	1st half	LII	
2,493	38	602	52,768	...	52,768	2nd half		
2,493	38	2,152	1,03,141	...	1,03,141	Total.		
10,370	2,374	1,125	71,367	...	71,367	1st half	LIII	
19,235	3,401	1,248	1,34,416	...	1,34,416	2nd half		
29,605	5,775	2,373	2,05,783	...	2,05,783	Total.		
29,075,213	4,98,162	1,72,279	1,71,66,811	13,67,461	1,63,23,536	1st half		
21,895,037	3,21,691	1,30,363	1,30,86,268	9,77,133	1,26,60,493	2nd half		(c) Including the Deoghur railway, for which yearly figures are shown.
50,270,250	8,19,853	3,02,642	3,02,56,857	23,44,594	2,89,87,807	Total (c)		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1856. [From Abstract I of

Classification Number.	Railway.	1896.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Metre Gauge—*concld.*			₹		₹		₹
	Brought forward Metre Gauge.	1st half	396,218,102	1,59,16,198	669,940	63,094	36,249,697	5,17,078
		2nd half	311,417,135	1,20,72,525	641,746	61,234	36,774,291	5,00,455
		Total (a)	707,635,237	2,79,88,723	1,311,686	1,24,328	73,023,988	10,17,533
LIV	Dibru-Sadiya	1st half	744,080	1,28,765	...	...	35,893	588
		2nd half	690,159	1,40,409	...	...	56,318	284
		Total	1,434,239	2,69,174	...	...	92,211	872
LX	The Gaekwar's Mehsána	1st half	1,785,770	88,726	72	8	18,109	318
		2nd half	1,116,289	66,346	33	3	1,457	22
		Total	2,902,059	1,55,072	105	11	19,566	340
LXI	Kolhápur	1st half	Included with the Southern Mahratta railway					
		2nd half						
		Total						
LXII	Yesvantpur-Mysore frontier.	1st half						
		2nd half						
		Total						
LXIII	Mysore-Nanjangúd	1st half						
		2nd half						
		Total						
LXVI	Jodhpore-Bíkaneer—							
	Jodhpore section	1st half	5,641,455	3,42,636	938	154	68,349	1,535
		2nd half	4,996,627	2,72,148	580	96	38,178	713
		Total	10,638,082	6,14,784	1,518	250	106,527	2,248
	Bíkaneer section	1st half	521,478	28,636	251	45	582	10
		2nd half	692,676	36,351	92	15	4,857	83
		Total	1,214,154	64,987	343	60	5,439	93
LXVII	Oodeypore-Chitor	1st half	258,462	15,985	406	48	78,060	2,076
		2nd half	242,236	17,622	197	24	21,695	669
		Total	500,698	33,607	603	72	99,755	2,745
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	9,366,585	6,71,140	331	52	666,864	5,485
		2nd half	3,806,587	2,41,857	275	24	202,375	3,012
		Total	13,173,172	9,12,997	606	76	869,239	8,497
LXIX	Jetalsar Rájkot	1st half	397,740	28,488	302	48	4,433	125
		2nd half	237,869	15,984	31	5	2,022	57
		Total	635,609	44,472	333	53	6,455	182
	Total Metre Gauge	1st half	414,933,672	1,72,20,574	672,240	63,449	37,121,987	5,27,215
		2nd half	323,199,578	1,28,63,242	642,954	61,401	37,101,193	5,05,295
		Total (a)	738,133,250	3,00,83,816	1,315,194	1,24,859	74,223,180	10,32,510
	Special Gauges.							
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXVI	Darjeeling-Himalayan (2′ 0″).	1st half	625,854	2,26,514	3,540	1,831	13,453	2,460
		2nd half	551,601	2,17,638	3,018	1,846	9,812	2,069
		Total	1,177,455	4,44,152	6,558	3,677	23,265	4,529
LXXVIII	The Gaekwar's Dabhoi (2′ 6″).	1st half	986,472	80,425	...	...	15,873	420
		2nd half	338,184	24,189	...	...	49,513	935
		Total	1,324,656	1,04,614	...	...	65,386	1,355
LXXX	Cooch Behar (2′ 6″)	1st half	121,275	19,834	...	...	46,324	591
		2nd half	149,231	13,733	54	7	2,670	173
		Total	270,506	33,567	54	7	48,994	764
LXXXI	Morvi (2′ 6″)	1st half	918,824	74,302	2,001	307	4,461	172
		2nd half	592,295	42,664	446	74	7,568	976
		Total	1,511,119	1,16,966	2,447	381	12,029	1,148
	Total Special Gauges	1st half	2,652,425	4,01,075	5,541	2,138	80,111	3,643
		2nd half	1,631,311	2,98,224	3,518	1,927	60,563	4,153
		Total	4,283,736	6,99,299	9,059	4,065	149,674	7,796
	Total of all Gauges for the year.	...	3,238,568,919	12,90,94,857	14,053,315	12,56,654	346,547,326	48,54,894

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
	R	R	R	R	R			
29,075,213	4,98,162	1,72,279	1,71,66,811	13,67,461	1,63,23,536	1st half		
21,195,037	3,21,691	1,30,363	1,30,86,268	9,77,133	1,26,60,493	2nd half		
50,270,250	8,19,853	3,02,642	3,02,56,857	23,44,594	2,89,87,807	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
5,258,527	1,02,568	490	2,32,411	...	2,32,411	1st half	LIV	
5,038,657	98,606	313	2,39,612	...	2,39,612	2nd half		
10,297,184	2,01,174	803	4,72,023	...	4,72,023	Total		
214	11	(b)81,406	(b)1,70,469	...	(b)1,70,469	1st half	LX	(b) Including R80,834 on account of terminals relating to previous years.
71	4	229	66,604	...	66,604	2nd half		
285	15	81,635	2,37,073	...	2,37,073	Total		
					12,084	1st half	LXI	
					14,157	2nd half		
					26,241	Total		
					55,712	1st half	LXII	
					63,087	2nd half		
					1,18,799	Total		
					2,039	1st half	LXIII	
					2,874	2nd half		
					4,913	Total		
239,483	5,254	1,393	3,50,972	...	3,50,972	1st half	LXVI	
249,286	5,155	1,451	2,79,563	...	2,79,563	2nd half		
488,769	10,409	2,844	6,30,535	...	6,30,535	Total		
32,819	856	319	29,866	...	29,866	1st half		
30,648	829	551	37,829	...	37,829	2nd half		
63,467	1,685	870	67,695	...	67,695	Total		
...	...	573	18,682	...	18,682	1st half	LXVII	
...	...	520	18,835	...	18,835	2nd half		
...	...	1,093	37,517	...	37,517	Total		
308,897	18,943	1,383	6,97,003	...	6,97,003	1st half	LXVIII	
167,576	4,135	974	2,50,002	...	2,50,002	2nd half		
676,473	23,078	2,357	9,47,005	...	9,47,005	Total		
3,800	244	57	28,962	...	28,962	1st half	LXIX	
1,452	101	129	16,276	...	16,276	2nd half		
5,252	345	186	45,238	...	45,238	Total		
35,118,953	6,26,038	2,57,900	1,86,95,176	13,67,461	1,79,21,736	1st half		
26,682,727	4,30,521	1,34,530	1,39,94,989	9,77,133	1,36,49 332	2nd half		
61,801,680	10,56,559	3,92,430	3,26,93,942	23,44,594	3,15,74,846	Total (a)		
...	...	...	12,262	...	12,262	1st half		
...	...	...	11,249	...	11,249	2nd half		
...	...	...	23,511	...	23,511	Total		
...	...	...	25,559	...	25,559	1st half	LXXV	
...	...	...	52,717	...	52,717	2nd half		
...	...	...	78,276	...	78,276	Total		
96,551	12,908	629	2,44,342	...	2,44,342	1st half	LXXVI	
59,918	7,677	408	2,29,638	...	2,29,638	2nd half		
156,469	20,585	1,037	4,73,980	...	4,73,980	Total		
9,818	414	269	81,528	...	81,528	1st half	LXXVIII	
4,659	128	151	25,403	...	25,403	2nd half		
14,477	542	420	1,06,931	...	1,06,931	Total		
1,350	234	179	20,838	...	20,838	1st half	LXXX	
2,640	184	115	14,212	...	14,212	2nd half		
3,990	418	294	35,050	...	35,050	Total		
93,032	5,635	329	80,745	...	80,745	1st half	LXXXI	
17,085	932	111	44,757	...	44,757	2nd half		
110,117	6,567	440	1,25,502	...	1,25,502	Total		
200,751	19,191	1,406	4,65,274	...	4,65,274	1st half		
84,302	8,921	785	3,77,976	...	3,77,976	2nd half		
285,053	28,112	2,191	8,43,250	...	8,43,2 0	Total		
975,146,864	1,66,14,638	17,23,785	15,40,51,032	24,80,762	15,40,05,539	...		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1896. [From No. VIII of

Classification Number.	Railway.	1896.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	25,10,279	27,45,523	8,55,340	16,76,573
		2nd half	22,43,195	24,33,909	8,17,672	17,19,446
		Total	47,53,474	51,79,432	16,73,012	33,96,019
III	Bengal-Nágpur	1st half	3,95,315	5,51,533	1,27,570	2,79,305
		2nd half	4,95,706	4,58,815	1,26,377	2,61,941
		Total	8,91,021	10,10,348	2,53,947	5,41,246
IV	Indian Midland	1st half	3,23,876	5,63,446	1,23,396	2,36,894
		2nd half	3,29,964	5,96,069	1,40,026	2,57,132
		Total	6,53,840	11,59,515	2,63,422	4,94,026
VI	Godhra-Rutlam-Nágdá	1st half	74,781	2,21,930	25,888	50,781
		2nd half	1,23,401	1,65,914	27,684	39,743
		Total	1,98,182	3,87,844	53,572	90,524
VII	Wardha Coal	1st half 2nd half Total	Included with the Great Indian Peninsula railway.			
VIII	Dhond-Manmád	1st half 2nd half Total				
IX	Bezwada extension (East Coast State)	1st half	12,564	10,874	2,921	6,293
		2nd half	44,479	9,002	2,025	5,231
		Total	57,043	19,876	4,946	11,524
X	Madras-Ennúr section (Bezwada-Madras)	1st half	10,062	4,745	1,402	2,012
		2nd half	13,558	7,135	2,076	2,824
		Total	23,620	11,880	3,478	4,836
XI	North Western State	1st half	29,27,627	31,93,733	9,45,956	12,94,482
		2nd half	28,54,064	28,41,182	5,77,665	12,99,837
		Total	57,81,691	60,34,915	15,23,621	25,94,319
XII	Hyderabad-Shadipalli	1st half	20,761	21,803	6,796	8,705
		2nd half	17,990	20,588	6,282	8,049
		Total	38,751	42,391	13,078	16,754
XIII	Oudh and Rohilkhand State	1st half	6,65,782	5,81,600	2,35,921	3,98,100
		2nd half	6,23,013	5,16,807	4,24,188	3,66,526
		Total	12,88,795	10,98,407	6,60,109	7,64,626
XIV	Eastern Bengal State	1st half	3,57,241	3,86,977	2,33,794	3,99,134
		2nd half	3,64,385	4,27,018	1,02,339	4,77,451
		Total	7,21,626	8,13,995	3,36,133	8,76,585
	Bengal Central	1st half	74,856	56,552	27,032	51,341
		2nd half	74,876	65,807	16,990	65,021
		Total	1,49,732	1,22,359	44,022	1,16,362
XV	Calcutta Port Commissioners'	1st half	12,509	20,507	7,634	55,594
		2nd half	11,478	23,161	10,452	57,612
		Total	23,987	43,668	18,086	1,13,206
XVI	East Coast State	1st half	2,60,182	3,60,779	33,310	1,41,241
		2nd half	2,22,301	2,97,274	42,193	1,56,696
		Total	4,82,483	6,58,053	75,503	2,97,937
XVIII	Great Indian Peninsula	1st half	24,85,010	39,20,225	8,17,382	14,96,167
		2nd half	22,59,612	34,23,441	7,79,773	14,15,440
		Total	47,44,622	73,43,666	15,97,155	29,11,607
	TOTAL STANDARD GAUGE carried over	1st half	1,01,30,845	1,26,40,227	34,44,342	60,96,622
		2nd half	96,78,022	1,12,86,122	30,75,742	61,32,949
		Total	1,98,08,867	2,39,26,349	65,20,084	1,22,29,571

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1896.	Classification Number.	REMARKS.
R	*R*	*R*	*R*			
9,38,174	68,675	3,56,369	91,50,933	1st half	I	
9,34,328	96,654	2,71,868	85,17,072	2nd half		
18,72,502	1,65,329	6,28,237	1,76,68,005	Total		
2,99,187	...	50,881	17,03,791	1st half	III	
2,88,934	...	1,05,092	17,36,865	2nd half		
5,88,121	...	1,55,973	34,40,656	Total		
2,63,816	...	1,57,780	16,69,208	1st half	IV	
2,49,501	...	1,46,563	17,19,255	2nd half		
5,13,317	...	3,04,343	33,88,463	Total		
34,489	...	3,583	4,11,452	1st half	VI	
34,647	...	3,533	3,94,922	2nd half		
69,136	...	7,116	8,06,374	Total		
(a)743	...	...	(a) 743	1st half	VII	(a) Expenditure incurred direct by the State.
(a)743	...	...	(a) 743	2nd half		
(a)1,486	...	...	(a)1,486	Total		
(a)6,482	...	...	(a) 6,482	1st half	VIII	
(a)6,482	...	...	(a) 6,482	2nd half		
(a)12,964	...	...	(a)12,964	Total		
7,492	...	5,020	45,164	1st half	IX	
6,101	...	3,825	70,663	2nd half		
13,593	...	8,845	1,15,827	Total		
1,545	...	1,413	21,179	1st half	X	
2,221	...	2,141	29,955	2nd half		
3,766	...	3,554	51,134	Total		
6,06,803	24,466	1,70,833	(b)91,72,379	1st half	XI	(b) Including R8,479 in the first-half and R22,842 in the second-half of 1896 on account of rent of leased line not shown in any of the preceding columns. The latter amount includes R11,225 on account of arrears for the two halves of 1895 and the first-half of 1896.
5,73,669	26,092	1,87,610	(b)83,82,961	2nd half		
11,80,472	50,558	3,58,443	(b)1,75,55,340	Total		
5,076	...	1,469	64,610	1st half	XII	
4,348	...	1,260	58,517	2nd half		
9,424	...	2,729	1,23,127	Total		
2,27,055	...	52,096	21,60,554	1st half	XIII	
2,01,628	...	53,453	21,85,615	2nd half		
4,28,683	...	1,05,549	43,46,169	Total		
1,50,292	8,436	80,377	16,16,251	1st half	XIV	
1,53,891	23,520	3,29,154	18,77,758	2nd half		
3,04,183	31,956	4,09,531	34,94,009	Total		
54,317	...	9,980	2,74,078	1st half		
56,714	...	33,048	3,12,456	2nd half		
1,11,031	...	43,028	5,86,534	Total		
7,242	...	4,372	1,07,858	1st half	XV	
7,845	...	3,764	1,14,312	2nd half		
15,087	...	8,136	2,22,170	Total		
91,399	67,390	19,307	9,73,608	1st half	XVI	
1,17,933	54,426	11,287	9,02,110	2nd half		
2,09,332	1,21,816	30,594	18,75,718	Total		
6,72,587	...	2,74,796	(c) 99,70,378	1st half	XVIII	(c) Including R3,04,221 in the first-half and R2,29,696 in the second-half of 1896, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
6,41,690	...	1,69,612	(c) 89,19,264	2nd half		
13,14,277	...	4,44,408	(c) 1,88,89,642	Total		
33,66,699	1,68,967	11,88,276	3,73,41,668	1st half		
32,80,675	2,00,692	13,22,210	3,52,28,950	2nd half		
66,47,374	3,69,659	25,10,486	7,25,77,618	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1896. [From No. VIII of

Classification Number.	Railway.	1896.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE—*concld.*		R	R	R	R
	Brought forward STANDARD GAUGE	1st half	1,01,30,845	1,26,40,227	34,44,342	60,96,622
		2nd half	96,78,022	1,12,86,122	30,75,742	61,32,949
		Total	1,98,08,867	2,39,26,349	65,20,084	1,22,29,571
XIX	Bombay, Baroda and Central India	1st half	10,05,678	14,65,510	2,91,000	5,14,584
		2nd half	12,44,728	11,97,075	2,94,806	4,84,679
		Total	22,50,406	26,62,585	5,85,806	9,99,263
XXX	Madras	1st half	6,09,640	10,50,269	3,10,430	4,45,373
		2nd half	6,45,543	10,51,453	3,05,538	4,16,454
		Total	12,55,183	21,01,722	6,15,968	8,61,827
XXII	Tarkessur	1st half	Included with the East Indian railway.			
		2nd half				
		Total				
XXVIII	Amraoti	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
XXIX	Bina-Goona	1st half	Included with the Indian Midland railway.			
		2nd half				
		Total				
XXX	Bhopal-Ujjain	1st half	Included with the Indian Midland railway.			
		2nd half				
		Total				
XXXII	The Nizam's Guaranteed State	1st half	2,43,238	2,10,736	56,359	1,21,966
		2nd half	2,39,827	2,17,878	48,776	1,26,656
		Total	4,83,065	4,28,614	1,05,135	2,48,622
XXXIII	Nágdá-Ujjain (*c*)	1st half	...	...	...	...
		2nd half	7,978	7,705	1,856	3,065
		Total	7,978	7,705	1,856	3,065
XXXIV	The Gaekwar's Petlád	1st half	3,175	7,044	1,399	2,473
		2nd half	5,082	7,071	1,742	2,863
		Total	8,257	14,115	3,141	5,336
XXXV	Kolar Gold-fields	1st half	9,224	13,997	4,139	5,726
		2nd half	12,885	17,210	4,979	6,558
		Total	22,109	31,207	9,118	12,284
XXXVI	Rájpura-Bhátinda	1st half	95,586	1,22,580	37,836	48,475
		2nd half	60,577	75,445	23,022	29,504
		Total	1,56,163	1,98,025	60,858	77,979
	TOTAL STANDARD GAUGE	1st half	1,20,97,386	1,55,10,363	41,45,505	71,35,219
		2nd half	1,08,94,642	1,38,59,959	37,56,461	72,02,728
		Total	2,39,92,028	2,93,70,322	79,01,966	1,44,37,947
	METRE GAUGE.					
XXXVIII	Bengal and North-Western—Tirhoot section / Company's section	1st half	3,61,646	2,77,603	95,815	2,16,864
		2nd half	3,26,222	2,46,428	81,674	2,25,764
		Total	6,87,868	5,24,031	1,77,489	4,42,628
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	63,970	64,949	22,365	40,243
		2nd half	57,065	44,599	16,803	36,048
		Total	1,21,035	1,09,548	39,168	76,291
XL	Rajputana-Malwa	1st half	8,34,185	18,62,850	4,36,645	7,82,963
		2nd half	8,87,744	15,24,887	4,44,550	6,93,503
		Total	17,21,929	33,87,737	8,81,195	14,76,466
XLI	Pálanpur-Deesa	1st half	2,253	5,212	1,239	2,126
		2nd half	2,081	3,575	1,042	1,626
		Total	4,334	8,787	2,281	3,752
XLII	Southern Mahratta	1st half	4,20,397	6,88,119	1,54,789	3,48,697
		2nd half	4,38,664	6,22,547	1,41,208	3,14,928
		Total	8,59,061	13,00,666	2,95,997	6,63,625
	TOTAL METRE GAUGE carried over	1st half	16,82,451	28 98,733	7,10,853	13,90,893
		2nd half	17,11,776	24,41,036	6,85,277	12,71,869
		Total	33,94,227	53,39,769	13,96,130	26,62,762

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1896.	Classification Number.	REMARKS.
R 33,66,699 32,80,675	R 1,68,967 2,00,692	R 11,88,276 13,22,210	R 3,73,48,668 3,52,28,950	1st half 2nd half		
66,47,374	3,69,659	25,10,486	7,25,77,618	Total		
2,82,903 2,82,802	... ...	61,799 87,599	36,21,474 35,91,089	1st half 2nd half	XIX	
5,65,705	...	1,49,398	72,13,163	Total		
2,88,769 2,86,821	... ...	39,564 45,107	27,44,045 27,50,916	1st half 2nd half	XX	
5,75,590	...	84,671	54,94,961	Total		
		(a)22,716 (a)18,517	(a) 22,716 (a) 18,517	1st half 2nd half	XXII	(a) Represents contribution to the Provident Fund and ½th share of net earnings paid to the East Indian railway.
		(a)41,233	(a) 41,233	Total		
(b) 442 (b) 442	... ...	... ...	(b) 442 (b) 442	1st half 2nd half	XXVIII	(b) Expenditure incurred direct by the State.
(b) 884	...	...	(b) 884	Total		
(b) 2,154 (b) 2,153	... ...	(b) 2,009 (b) 1,993	(b)4,163 (b)4,146	1st half 2nd half	XXIX	
(b) 4,307	...	(b) 4,002	(b)8,309	Total		
(b) 976 (b) 3,363	... ...	... ...	(b) 976 (b)3,363	1st half 2nd half	XXX	
(b) 4,339	...	...	(b)4,339	Total		
1,45,182 1,47,703	... ...	6,020 10,985	7,83,501 7,91,825	1st half 2nd half	XXXII	
2,92,885	...	17,005	15,75,326	Total		
... 1,792	... ...	... 543	... 22,939	1st half 2nd half	XXXIII	(c) Opened for traffic on the 15th July 1896.
1,792	...	543	22,939	Total		
1,360 1,671	... ...	297 517	15,748 18,946	1st half 2nd half	XXXIV	
3,031	...	814	34,694	Total		
3,751 4,570	... ...	4,020 4,971	40,857 51,173	1st half 2nd half	XXXV	
8,321	...	8,991	92,030	Total		
27,313 15,934	... ...	7,911 4,621	3,39,701 2,09,103	1st half 2nd half	XXXVI	
43,247	...	12,532	5,48,804	Total		
41,19,549 40,27,926	1,68,967 2,00,692	13,32,612 14,97,063	4,49,22,291 4,26,92,009	1st half 2nd half		
81,47,475	3,69,659	28,29,675	8,76,14,300	Total		
1,98,249 1,95,313	93,449 1,04,714	66,910 54,171	13,10,536 12,34,286	1st half 2nd half	XXXVIII	
3,93,562	1,98,163	1,21,081	25,44,822	Total		
53,265 50,015	... ...	38,559 36,184	2,83,351 2,40,714	1st half 2nd half	XXXIX	
1,03,280	...	74,743	5,24,065	Total		
5,75,897 5,58,621	... ...	74,855 72,550	45,67,395 41,81,855	1st half 2nd half	XL	
11,34,518	...	1,47,405	87,49,250	Total		
1,605 1,309	... ...	218 170	12,653 9,803	1st half 2nd half	XLI	
2,914	...	388	22,456	Total		
3,09,135 2,93,861	... ...	25,052 14,621	19,46,189 18,24,829	1st half 2nd half	XLII	
6,02,996	...	39,673	37,71,018	Total		
11,38,151 10,99,119	93,449 1,04,714	2,05,594 1,77,696	81,20,124 74,91,487	1st half 2nd half		
22,37,270	1,98,163	3,83,290	1,56,11,611	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1896. [From No. VIII of

Classification Number.	Railway.	1896.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R
	METRE GAUGE—*contd.*					
	Brought forward METRE GAUGE .	1st half	16,82,451	28,98,733	7,10,853	13,90,893
		2nd half	17,11,776	24,41,036	6,85,277	12,71,869
		Total .	33,94,227	53,39,769	13,96,130	26,62,762
XLIII	Guntakal-Mysore frontier	1st half	24,933	40,812	9,180	20,681
		2nd half	37,683	53,393	12,130	27,053
		Total .	62,616	94,205	21,310	47,734
XLIV	Mysore section (Southern Mahratta) .	1st half	90,419	1,47,930	33,218	75,042
		2nd half	1,11,598	1,61,647	36,629	81,641
		Total .	2,02,017	3,09,577	69,847	1,56,683
XLV	South Indian	1st half	6,31,821	9,40,207	3,10,106	3,66,013
		2nd half	4,43,012	8,53,477	2,41,031	4,10,939
		Total .	10,74,833	17,93,684	5,51,137	7,76,952
XLVI	Máyavaram-Mutupet	1st half	16,820	25,030	8,256	9,744
		2nd half	12,809	24,677	6,969	11,882
		Total	29,629	49,707	15,225	21,626
XLVII	Assam-Bengal	1st half	69,714	85,816	21,431	52,523
		2nd half	79,080	66,243	10,311	57,532
		Total .	1,48,794	1,52,059	31,742	1,10,055
XLVIII	Burma (*a*)	1st half	5,69,790	7,25,606	2,35,682	3,99,842
		2nd half	7,02,310	7,11,291	1,80,006	4,20,252
		Total .	12,72,100	14,36,897	4,15,688	8,20,094
XLIX	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlia, 2' 6" gauge, branch).	1st half	2,58,736	2,81,967	96,810	2,11,481
		2nd half	2,13,698	2,77,320	78,975	2,11,148
		Total .	4,72,434	5,59,287	1,75,785	4,22,629
	Dacca section	1st half	43,278	37,758	9,973	33,242
		2nd half	34,949	31,852	8,756	38,802
		Total .	78,227	69,610	18,729	72,044
LI	Deoghur	1st half 2nd half	4,707	4,642	1,367	4,852
		Total .	4,707	4,642	1,367	4,852
LII	Rohilkund and Kumaon (Company's section) (*b*).	1st half	28,472	28,908	9,954	17,911
		2nd half	34,658	27,087	10,205	21,894
		Total .	63,130	55,995	20,159	39,805
LIII	Bengal Dooars	1st half	9,927	10,871	3,033	14,173
		2nd half	10,926	10,392	3,323	14,922
		Total .	20,853	21,263	6,356	29,095
LIV	Dibru-Sadiya	1st half	55,446	34,562	20,224	19,599
		2nd half	41,403	39,134	23,721	21,116
		Total .	96,849	73,696	43,945	40,715
LX	The Gaekwar's Mehsána	1st half	13,854	30,939	7,252	13,004
		2nd half	16,159	27,756	8,092	12,623
		Total .	30,013	58,695	15,344	25,627
LXI	Kolhápur	1st half	7,344	12,178	2,735	6,178
		2nd half	8,404	11,460	2,596	5,807
		Total .	15,748	23,638	5,331	11,985
LXII	Yesvantpur-Mysore frontier . .	1st half	11,933	19,754	4,436	10,021
		2nd half	16,763	23,979	5,432	12,152
		Total .	28,696	43,733	9,868	22,173
	TOTAL METRE GAUGE carried over .	1st half	35,14,938	53,21,071	14,83,143	26,40,347
		2nd half	34,75,228	47,60,744	13,13,453	26,19,632
		Total (*c*)	69,94,873	1,00,86,457	27,97,963	52,64,831

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
11,38,151	93,449	2,05,594	81,20,124	1st half		
10,99,119	1,04,714	1,77,696	74,91,487	2nd half		
22,37,270	1,98,163	3,83,290	1,56,11,611	Total		
15,862	...	3,129	1,14,597	1st half	XLIII	
21,663	...	3,782	1,55,704	2nd half		
37,525	...	6,911	2,70,301	Total		
69,398	...	8,167	4,24,174	1st half	XLIV	
77,214	...	8,265	4,76,994	2nd half		
1,46,612	...	16,432	9,01,168	Total		
3,19,639	...	26,789	25,94,575	1st half	XLV	
3,16,291	...	50,883	23,15,633	2nd half		
6,35,930	...	77,672	49,10,208	Total		
8,509	...	6,818	75,177	1st half	XLVI	
9,145	...	7,751	73,233	2nd half		
17,654	...	14,569	1,48,410	Total		
65,451	...	2,912	2,97,847	1st half	XLVII	
69,590	...	4,944	2,87,700	2nd half		
1,35,041	...	7,856	5,85,547	Total		
2,23,275	54,497	50,213	22,58,905	1st half	XLVIII	(a) The working of this line has been transferred to a company from the 1st September 1896.
2,85,242	28,893	35,909	23,63,903	2nd half		
5,08,517	83,390	86,122	46,22,808	Total		
1,34,262	1,71,185	38,487	11,82,928	1st half	XLIX	
1,08,237	2,04,993	35,458	11,29,829	2nd half		
2,32,499	3,76,178	73,945	23,12,757	Total		
12,416	...	5,591	1,42,258	1st half		
11,833	...	4,169	1,30,361	2nd half		
24,249	...	9,760	2,72,619	Total		
2,749	...	199	18,516	1st half 2nd half	LI	
2,749	...	199	18,516	Total		
23,707	...	17,162	1,26,114	1st half	LII	(b) Including the Lucknow-Bareilly section.
30,376	...	21,976	1,46,196	2nd half		
54,083	...	39,138	2,72,310	Total		
16,944	9,904	886	65,738	1st half	LIII	
15,337	14,028	3,971	72,899	2nd half		
32,281	23,932	4,857	1,38,637	Total		
39,563	...	680	1,70,074	1st half	LIV	
38,937	...	689	1,65,000	2nd half		
78,500	...	1,369	3,35,074	Total		
9,565	...	1,288	75,902	1st half	LX	
10,168	...	1,321	76,119	2nd half		
19,733	...	2,609	1,52,021	Total		
4,738	...	672	33,845	1st half	LXI	
4,650	...	588	33,505	2nd half		
9,388	...	1,260	67,350	Total		
7,687	...	1,091	54,922	1st half	LXII	
9,730	...	1,230	69,286	2nd half		
17,417	...	2,321	1,24,208	Total		
20,79,167	3,29,035	3,69,479	1,57,37,180	1st half		
21,07,532	3,52,628	3,58,632	1,49 87,849	2nd half		
41,89,448	6,81,663	7,28,310	3,07,43,545	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
SUMMARY OF

Half-years ended the 30th June and the 31st December 1896. [From No. VIII of

Classification. Number.	Railway.	1896.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	35,14,938	53,21,071	14,83,143	26,40,347
		2nd half	34,75,228	47,60,744	13,13,453	26,19,632
		Total (*a*)	69,94,873	1,00,86,457	27,97,563	52,64,831
LXIII	Mysore-Nanjangúd	1st half	2,450	3,595	807	1,824
		2nd half	2,993	4,077	924	2,066
		Total	5,443	7,672	1,731	3,890
LXVI	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	41,766	83,973	11,395	31,961
		2nd half	77,436	80,494	12,986	30,518
		Total	1,19,202	1,64,467	24,381	62,479
	Bickaneer section	1st half	5,296	8,438	1,155	3,741
		2nd half	4,918	9,563	1,536	4,268
		Total	10,214	18,001	2,691	8,009
LXVII	Oodeypore-Chitor	1st half	15,617	11,305	2,650	4,752
		2nd half	14,797	11,939	3,480	5,430
		Total	30,414	23,244	6,130	10,182
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	1,40,195	1,67,726	26,196	1,02,373
		2nd half	1,01,601	1,30,311	23,672	85,200
		Total	2,41,796	2,98,037	49,868	1,87,573
LXIX	Jetalsar-Rájkot	1st half	10,385	19,848	3,100	9,410
		2nd half	11,019	15,474	2,811	8,534
		Total	21,404	35 322	5,911	17,944
	TOTAL METRE GAUGE	1st half	37,30,647	56,15,956	15,28,446	27,94,408
		2nd half	36,87,992	50,12,602	13,58,862	27,55,648
		Total (*a*)	74,23,346	1,06,33,200	28,88,675	55,54,908
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	2,290	4,102	1,692	2,614
		2nd half	2,358	4,666	1,859	2,580
		Total	4,648	8,768	3,551	5,194
LXXV	Jorhát (2′ 0″)	1st half	8,776	8,377	11,571	6,625
		2nd half	8,387	9,338	2,120	11,843
		Total	17,163	17,715	13,691	18,468
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	41,742	73,288	23,086	29,316
		2nd half	39,298	59,111	32,528	28,069
		Total	81,040	1,32,399	55,614	57,385
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	17,797	24,085	12,948	11,934
		2nd half	19,983	16,451	11,079	8,267
		Total	37,780	40,536	24,027	20,201
LXXX	Cooch Behar (2′ 6″)	1st half	7,777	2,875	1,476	5,225
		2nd half	3,649	2,219	372	4,653
		Total	11,426	5,094	1,848	9,878
LXXXI	Morvi (2′ 6″)	1st half	19,966	34,912	3,399	21,687
		2nd half	20,170	39,469	6,327	21,183
		Total	40,136	74,381	9,726	42,870
	TOTAL SPECIAL GAUGES	1st half	98,348	1,47,639	54,172	77,401
		2nd half	93,845	1,31,254	54,285	76,595
		Total	1,92,193	2,78,893	1,08,457	1,53,996
	TOTAL OF ALL GAUGES FOR THE YEAR	...	3,16,07,567	4,02,82,415	1,08,99,098	2,01,46,851

A—continued.

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1896.	Classification Number.	Remarks.
R	R	R	R			
20,79,167	3,29,035	3,69,479	1,57,37,189	1st half		
21,07,532	3,52,628	3,58,632	1,49,87,849	2nd half		
41,89,448	6,81,663	7,28,310	3,07,43,545	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
1,395	...	198	10,273	1st half	LXIII	
1,655	...	209	11,924	2nd half		
3,054	...	407	22,197	Total		
19,536	...	12,159	2,00,790	1st half	LXVI	
17,043	...	6,925	2,25,402	2nd half		
36,579	...	19,084	4,26,192	Total		
2,203	...	687	21,520	1st half		
2,462	...	1,077	23,824	2nd half		
4,665	...	1,764	45,344	Total		
3,495	...	3,063	40,882		LXVII	
4,373	...	568	40,587			
7,868	...	3,631	81,469	Total		
92,201	...	18,080	5,46,771	1st half	LXVIII	
92,800	...	11,249	4,44,833	2nd half		
1,85,001	...	29,329	9,91,604	Total		
9,904	...	6,758	59,405	1st half	LXIX	
10,121	...	5,514	53,473	2nd half		
20,025	...	12,272	1,12,878	Total		
22,07,905	3,29,035	4,10,424	1,66,16,821	1st half		
22,35,986	3,52,628	3,84,174	1,57,87,892	2nd half		
44,46,640	6,81,663	7,94,797	324,23,229	Total (a)		
1,494	...	118	12,310	1st half		
1,766	...	129	13,358	2nd half		
3,260	...	247	25,668	Total		
4,255	...	215	39,819	1st half	LXXV	
4,387	...	358	36,433	2nd half		
8,642	...	573	76,252	Total		
38,035	...	7,320	2,12,787	1st half	LXXVI	
36,930	...	7,642	2,03,578	2nd half		
74,965	...	14,962	4,16,365	Total		
5,113	...	7	71,884	1st half	LXXVIII	
5,455	...	12	61,247	2nd half		
10,568	...	19	1,33,131	Total		
1,853	...	222	19,428	1st half	LXXX	
1,109	...	128	12,130	2nd half		
2,962	...	350	31,558	Total		
17,689	...	79	97,732	1st half	LXXXI	
19,800	...	581	1,07,530	2nd half		
37,489	...	660	2,05,262	Total		
68,439	...	7,961	4,53,960	1st half		
69,447		8,850	4,34,276	2nd half		
1,37,886	...	16,811	8,88,236	Total		
1,27,32,001	*10,51,322*	*36,41,283*	*12,09,25,765*			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1896. [From Abstract A of

Classification Number.	Railway.	1896.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE.		₹	₹	₹	₹	₹
I	East Indian	1st half	3,25,287	4,06,607	10,58,578	2,21,689	...
		2nd half	3,18,635	4,12,671	9,01,777	1,17,718	...
		Total	6,43,922	8,19,278	19,60,355	3,39,407	...
III	Bengal-Nágpur	1st half	80,787	1,36,170	37,728	52,287	...
		2nd half	83,849	1,38,568	1,39,055	41,990	...
		Total	1,64,636	2,74,738	1,76,783	94,277	...
IV	Indian Midland	1st half	73,951	1,15,424	73,917	28,640	...
		2nd half	78,787	1,29,353	67,998	20,339	...
		Total	1,52,738	2,44,777	1,41,915	48,979	...
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					...
		Total					
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed state railway.				
		2nd half					...
		Total					
X	Madras-Ennúr section (Bezwada-Madras)	1st half	496	3,328	5,773	...	
		2nd half	693	7,232	2,446	606	...
		Total	1,189	10,560	8,219	606	...
XI	North Western State	1st half	3,74,831	6,12,498	7,72,671	3,11,676	1,54,669
		2nd half	3,67,439	6,10,066	9,58,872	3,00,456	52,658
		Total	7,42,270	12,22,564	17,31,543	6,12,132	2,07,327
XII	Hyderabad-Shadipalli	1st half	1,556	9,965	1,529	3,313	...
		2nd half	2,460	8,362	879	3,267	...
		Total	4,016	18,327	2,408	6,580	...
XIII	Oudh and Rohilkhand State	1st half	93,802	1,32,063	2,89,626	31,603	6,307
		2nd half	87,512	92,473	1,40,665	2,07,225	907
		Total	1,81,314	2,24,536	4,30,291	2,38,828	7,214
XIV	Eastern Bengal State (c)	1st half	1,13,288	1,45,044	1,67,478	1,24,125	...
		2nd half	1,24,312	1,52,891	1,40,209	54,402	...
		Total	2,37,600	2,97,935	3,07,687	1,78,527	...
	Bengal Central	1st half	11,748	18,859	37,751	601	...
		2nd half	11,513	18,846	35,596	1,693	...
		Total	23,261	37,705	73,347	2,294	...
XV	Calcutta Port Commissioners'	1st half	4,041	4,074	1,098	644	...
		2nd half	4,159	3,770	2,794	357	...
		Total	8,200	7,844	3,892	1,001	...
XVI	East Coast State	1st half	21,235	90,183	7,989	25,883	...
		2nd half	40,897	92,447	5,059	22,932	...
		Total	62,132	1,82,630	13,048	48,815	...
XVIII	Great Indian Peninsula	1st half	2,35,500	3,44,773	6,29,197	4,71,474	...
		2nd half	2,30,168	3,61,686	6,25,314	2,86,954	...
		Total	4,65,668	7,06,459	12,54,511	7,58,428	...
XIX	Bombay, Baroda and Central India	1st half	84,105	1,60,559	1,59,880	3,65,873	...
		2nd half	84,234	1,75,471	2,34,646	4,03,754	...
		Total	1,68,339	3,36,030	3,94,526	7,69,627	...
XX	Madras	1st half	1,27,996	1,39,428	1,30,134	59,046	...
		2nd half	1,28,591	1,45,497	1,14,273	58,736	...
		Total	2,56,587	2,84,925	2,44,407	1,17,782	...
XXXII	The Nizam's Guaranteed state	1st half	51,516	60,626	47,052	56,186	...
		2nd half	51,896	60,010	19,940	80,360	1,350
		Total	1,03,412	1,20,636	66,992	1,36,546	1,350
	TOTAL STANDARD GAUGE carried over	1st half	16,00,139	23,79,601	34,20,401	17,53,040	1,60,976
		2nd half	16,15,145	24,09,343	33,89,523	16,00,789	54,915
		Total	32,15,284	47,88,944	68,09,924	33,53,829	2,15,891

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*	*R*			
2,64,901	2,65,638	25,42,700	32,421	25,10,279	1st half	I	
2,54,214	2,59,327	22,64,342	21,147	22,43,195	2nd half		
5,19,115	5,24,965	48,07,042	53,568	47,53,474	Total		
39,477	48,866	3,95,315	...	3,95,315	1st half	III	
27,934	64,310	4,95,706	...	4,95,706	2nd half		
67,411	1,13,176	8,91,021	...	8,91,021	Total		
16,850	15,694	3,23,876	...	3,23,876	1st half	IV	
21,437	12,050	3,29,964	...	3,29,964	2nd half		
38,287	27,144	6,53,840	...	6,53,840	Total		
...	...	...	...	74,781	1st half	VI	
				1,23,401	2nd half		
				1,98,182	Total		
...	...	...	...	12,564	1st half	IX	
	(a)34,561	(a)34,561	...	(b)44,479	2nd half		
	(a)34,561	(a)34,561	...	(b)57,043	Total		
98	367	10,062	...	10,062	1st half	X	
1,085	1,496	13,558	...	13,558	2nd half		
1,183	1,863	23,620	...	23,620	Total		
3,32,750	4,64,118	30,23,213	95,586	29,27,627	1st half	XI	
2,46,859	3,78,291	29,14,641	60,577	28,54,064	2nd half		
5,79,609	8,42,409	59,37,864	1,56,163	57,81,691	Total		
1,848	2,550	20,761	...	20,761	1st half	XII	
2,094	928	17,990	...	17,990	2nd half		
3,942	3,478	38,751	...	38,751	Total		
42,017	70,364	6,65,782	...	6,65,782	1st half	XIII	
47,221	47,010	6,23,013	...	6,23,013	2nd half		
89,238	1,17,374	12,88,795	...	12,88,795	Total		
79,817	29,503	6,59,255	...	6,59,255	1st half	XIV	
1,08,372	32,846	6,13,032	...	6,13,032	2nd half		
1,88,189	62,349	12,72,287	...	12,72,287	Total		
3,588	2,369	74,856	...	74,856	1st half		
4,122	3,106	74,876	...	74,896	2nd half		
7,710	5,475	1,49,732	...	1,49,732	Total		
128	2,524	12,509	...	12,509	1st half	XV	
218	180	11,478	...	11,478	2nd half		
346	2,704	23,987	...	23,987	Total		
9,038	1,05,854	2,60,184	...	2,60,184	1st half	XVI	
20,738	40,228	2,22,301	...	2,22,301	2nd half		
29,776	1,46,082	4,82,483	...	4,82,483	Total		
1,19,054	7,09,295	25,09,293	24,283	24,85,010	1st half	XVIII	
1,24,896	6,44,158	22,73,176	13,564	22,59,612	2nd half		
2,43,950	13,53,453	47,82,469	37,847	47,44,622	Total		
53,472	1,84,964	10,08,853	3,175	10,05,678	1st half	XIX	
95,211	2,64,471	12,57,787	13,059	12,44,728	2nd half		
1,48,683	4,49,435	22,66,640	16,234	22,50,406	Total		
70,904	91,356	6,18,864	9,224	6,09,640	1st half	XX	
89,989	1,21,342	6,58,428	12,885	6,45,543	2nd half		
1,60,893	2,12,698	12,77,292	22,109	12,55,183	Total		
12,191	28,231	2,55,802	12,564	2,43,238	1st half	XXXII	
16,291	19,898	2,49,745	9,918	2,39,827	2nd half		
28,482	48,129	5,05,547	22,482	4,83,065	Total		
10,46,133	20,21,033	1,23,81,323	1,77,253	1,22,91,415	1st half		
10,60,681	19,24,202	1,20,54,598	1,31,150	1,20,56,767	2nd half		
21,06,814	39,45,235	2,44,35,921	3,08,403	2,43,48,182	Total		

(a) Expenditure incurred direct by the State.

(b) Including R9,913 charged by the Nizam's Guaranteed state railway for working the line. The details are included with the figures of the former line.

(c) Including the metre and special gauge sections of the undertaking.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1896. [From Abstract A of

Classification Number.	Railway.	1896.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE—*concld.*		R	R	R	R	R
	Brought forward STANDARD GAUGE	1st half	16,00,139	23,79,601	34,20,401	17,53,040	1,60,976
		2nd half	16,15,145	24,09,343	33,89,523	16,00,789	54,915
		Total	32,15,284	47,88,944	68,09,924	33,53,829	2,15,891
XXXIII	Nágdá-Ujjain (*a*)	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIV	The Gaekwar's Petlád	1st half					
		2nd half					
		Total					
XXXV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhatinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	16,00,139	23,79,601	34,20,401	17,53,040	1,60,976
		2nd half	16,15,145	24,09,343	33,89,523	16,00,789	54,915
	METRE GAUGE.	Total	32,15,284	47,88,944	68,09,924	33,53,829	2,15,891
XXXVIII	Bengal and North-Western—Tirhoot section / Company's section	1st half	66,826	79,999	1,07,492	20,232	2,848
		2nd half	58,382	83,036	79,143	18,109	124
		Total	1,25,208	1,63,035	1,86,635	38,341	2,972
XL	Rajputana-Malwa	1st half	1,97,907	2,69,033	2,47,047	30,638	...
		2nd half	1,96,424	3,04,473	2,58,584	54,129	...
		Total	3,94,331	5,73,506	5,05,631	84,767	...
XLI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLII	Southern Mahratta	1st half	1,36,831	1,82,957	88,813	52,378	...
		2nd half	1,36,848	1,85,533	1,13,880	62,634	...
		Total	2,73,679	3,68,490	2,02,693	1,15,012	...
XLIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLIV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLV	South Indian	1st half	1,22,996	1,21,220	3,71,958	48,823	...
		2nd half	1,21,798	1,17,558	85,774	83,370	...
		Total	2,44,794	2,38,778	4,57,732	1,82,193	...
XLVI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVII	Assam-Bengal	1st half	26,678	41,355	...	...	...
		2nd half	35,340	38,687	...	...	...
		Total	62,018	80,042	...	...	...
XLVIII	Burma (*b*)	1st half	1,09,228	2,47,935	66,704	42,526	2,812
		2nd half	1,02,937	2,53,988	2,31,398	35,246	2,229
		Total	2,12,165	5,01,923	2,98,102	77,772	5,041
LI	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LII	Rohilkund and Kumaon (Company's section) (*c*)	1st half	16,901	26,147	19,053	13,056	888
		2nd half	16,338	26,619	13,473	19,053	778
		Total	33,239	52,766	32,526	32,109	1,666
LIII	Bengal Dooars	1st half	2,252	5,707	227	—351	...
		2nd half	2,448	6,348	93	587	...
		Total	4,700	12,055	320	236	...
	TOTAL METRE GAUGE carried over	1st half	6,79,619	9,74,353	9,01,294	2,07,302	6,548
		2nd half	6,70,515	10,16,242	7,82,345	2,73,128	3,131
		Total (*d*)	13,50,134	19,90,595	16,83,639	4,80,430	9,679

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	R	R	R	R			
10,46,133	20,21,033	1,23,81,323	1,77,253	1,22,91,415	1st half		
10,60,681	19,24,202	1,20,54,598	1,31,150	1,20,56,767	2nd half		
21,06,814	39,45,235	2,44,35,921	3,08,403	2,43,48,182	Total.		
			...	...	1st half	XXXIII	(a) Opened for traffic on the 15th July 1896.
				7,978	2nd half		
				7,978	Total.		
				3,175	1st half	XXXIV	
				5,082	2nd half		
				8,257	Total.		
				9,224	1st half	XXXV	
				12,885	2nd half		
				22,109	Total.		
				95,586	1st half	XXXVI	
				60,577	2nd half		
				1,56,163	Total.		
10,46,133	20,21,033	1,23,81,323	1,77,253	1,23,99,400	1st half		
10,60,681	19,24,202	1,20,54,598	1,31,150	1,21,43,289	2nd half		
21,06,814	39 45 235	2,44,35,921	3,08,403	2,45,42,689	Total.		
26,682	57,567	3,61,646	...	3,61,646	1st half	XXXVIII	
24,080	63,348	3,26,222	...	3,26,222	2nd half		
50,762	1,20,915	6,87,868	...	6,87,868	Total.		
75,587	1,04,151	9,24,363	90,178	8,34,185	1st half	XL	
74,968	1,40,807	10,29,385	1,41,641	8,87,744	2nd half		
1,50,555	2,44,958	19,53,748	2,31,819	17,21,929	Total.		
				2,253	1st half	XLI	
				2,081	2nd half		
				4,334	Total.		
49,828	46,670	5,57,477	1,37,080	4,20,397	1st half	XLII	
60,789	56,421	6,16,105	1,77,441	4,38,664	2nd half		
1,10,617	1,03,091	11,73,582	3,14,521	8,59,061	Total.		
				24,933	1st half	XLIII	
				37,683	2nd half		
				62,616	Total.		
				90,419	1st half	XLIV	
				1,11,598	2nd half		
				2,02,017	Total.		
28,637	41,896	7,35,530	1,03,709	6,31,821	1st half	XLV	
42,261	49,284	5,00,045	57,033	4,43,012	2nd half		
70,898	91,180	12,35,575	1,60,742	10,74,833	Total.		
				16,820	1st half	XLVI	
				12,809	2nd half		
				29,629	Total.		
1,681	...	69,714	...	69,714	1st half	XLVII	
4,829	224	79,080	...	79,080	2nd half		
6,510	224	1,48,794	...	1,48,794	Total.		
47,701	52,884	5,69,790	...	5,69,790	1st half	XLVIII	(b) The working of this line has been transferred to a company from the 1st September 1896.
36,243	40,269	7,02,310	...	7,02,310	2nd half		
83,944	93,153	12,72,100	...	12,72,100	Total.		
		4,707	...	4,707	1st half	LI	
...	...				2nd half		
		4,707	...	4,707	Total.		
8,625	7,771	92,441	...	92,441	1st half	LII	(c) Including the Lucknow-Bareilly section.
10,290	5,173	91,724	...	91,724	2nd half		
18,915	12,944	1,84,165	...	1,84,165	Total.		
1,842	250	9,927	...	9,927	1st half	LIII	(d) Including the Deoghur railway, for which yearly figures are shown.
1,032	418	10,926	...	10,926	2nd half		
2,874	668	20,853	...	20,853	Total.		
2,40,583	3,11,189	33,20,888	3,30 967	31,24,346	1st half		
2,54,492	3,55,944	33,55,797	3,76,115	31,43,853	2nd half		
4,95,075	6,67,133	66,81,392	7,07,082	62,72,906	Total (d)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1896. [From Abstract A of

Classification Number.	Railway.	1896.	General superintendence.	Maintenance of Permanent-way. Wages.	Maintenance of Permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	Metre gauge—*concld.*		R	R	R	R	R
	Brought forward metre gauge	1st half	6,79,619	9,74,353	9,01,294	2,07,302	6,548
		2nd half	6,70,515	10,16,242	7,82,345	2,73,128	3,131
		Total(a)	13,50,134	19,90,595	16,83,639	4,80,430	9,679
LIV	Dibru-Sadiya	1st half	7,682	15,361	22,524	2,884	...
		2nd half	6,997	15,780	10,419	1,810	...
		Total	14,679	31,141	32,943	4,694	...
LX	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXI	Kolhápur	1st half					
		2nd half					
		Total					
LXII	Yesvantpur-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXIII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	6,024	27,676	1,398	1,432	...
		2nd half	5,813	28,932	36,649	788	...
		Total	11,837	56,608	38,047	2,220	...
	Bickaneer section	1st half	618	4,131	38	...	...
		2nd half	672	3,844	209	...	...
		Total	1,290	7,975	247	...	...
LXVII	Oodeypore-Chitor	1st half	2,693	8,145	1,657	757	...
		2nd half	2,423	9,235	199	1,481	...
		Total	5,116	17,380	1,856	2,238	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	25,600	47,122	37,674	1,800	...
		2nd half	20,437	45,829	6,787	3,800	...
		Total	46,037	92,951	44,461	5,600	...
LXIX	Jetalsar-Rájkot	1st half	1,932	6,870	405	155	...
		2nd half	1,925	6,769	360	481	...
		Total	3,857	13,639	765	636	...
	Total metre gauge	1st half	7,24,168	10,83,658	9,64,990	2,14,330	6,548
		2nd half	7,08,782	11,26,631	8,36,968	2,81,488	3,131
		Total (a)	14,32,950	22,10,289	18,01,958	4,95,818	9,679
	Special gauges.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...		...		
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	9,158	8,123	4,822	7,749	...
		2nd half	9,084	9,386	10,252	5,399	...
		Total	18,242	17,509	15,074	13,148	
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	3,445	7,775	2,512	2,169	...
		2nd half	2,688	7,903	5,520	2,071	...
		Total	6,133	15,678	8,032	4,240	...
LXXX	Cooch Behar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
LXXXI	Morvi (2′ 6″)	1st half	5,244	11,693	1,139	68	...
		2nd half	3,844	12,309	1,466	413	...
		Total	9,088	24,002	2,605	481	...
	Total special gauges	1st half	17,847	27,591	8,473	9,986	...
		2nd half	15,616	29,598	17,238	7,883	...
		Total	33,463	57,189	25,711	17,869	...
	Total of all gauges for the year	...	46,81,697	70,56,422	86,37,593	38,67,516	2,25,570

A—continued.

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net Total.	1896.	Classification Number.	Remarks.
£	£	£	£	£			(a) Including the Deoghur railway, for which yearly figures are shown.
2,40,583	3,11,189	33,20,888	3,30,967	31,24,346	1st half		
2,54,492	3,55,944	33,55,797	3,76,115	31,43,853	2nd half		
4,95,075	6,67,133	66,81,392	7,07,082	62,72,906	Total		
4,541	2,454	55,446	...	55,446	1st half	LIV	
3,771	2,626	41,403	...	41,403	2nd half		
8,312	5,080	96,849	...	96,849	Total		
				13,854	1st half	LX	
				16,159	2nd half		
				30,013	Total		
				7,344	1st half	LXI	
				8,404	2nd half		
				15,748	Total		
				11,933	1st half	LXII	
				16,763	2nd half		
				28,696	Total		
				2,450	1st half	LXIII	
				2,993	2nd half		
				5,443	Total		
3,770	1,466	41,766	...	41,766	1st half	LXVI	
2,818	2,436	77,436	...	77,436	2nd half		
6,588	3,902	1,19,202	...	1,19,202	Total		
397	112	5,296	...	5,296	1st half		
116	77	4,918	...	4,918	2nd half		
513	189	10,214	...	10,214	Total		
146	2,219	15,617	...	15,617	1st half	LXVII	
467	992	14,797	...	14,797	2nd half		
613	3,211	30,414	...	30,414	Total		
18,422	9,577	1,40,195	...	1,40,195	1st half	LXVIII	
11,131	7,617	1,01,601	...	1,01,601	2nd half		
29,553	17,194	2,41,796	...	2,41,796	Total		
792	231	10,385	...	10,385	1st half	LXIX	
614	870	11,019	...	11,019	2nd half		
1,406	1,101	21,404	...	21,404	Total		
2,68,651	3,27,248	35,89,593	3,30,967	34,28,632	1st half		
2,73,409	3,70,562	36,06,971	3,76,115	34,39,346	2nd half		
5,42,060	6,97,810	71,01,271	7,07,082	68,72,685	Total (a)		
...	...	2,290	...	2,290	1st half		
...	...	2,358	...	2,358	2nd half		
...	...	4,648	...	4,648	Total		
...	...	8,776	...	8,776	1st half	LXXV	
...	...	8,387	...	8,387	2nd half		
...	...	17,163	...	17,163	Total		
10,077	3,749	43,678	1,936	41,742	1st half	LXXVI	
6,413	2,399	42,933	3,635	39,298	2nd half		
16,490	6,148	86,611	5,571	81,040	Total		
1,345	551	17,797	...	17,797	1st half	LXXVIII	
1,603	198	19,983	...	19,983	2nd half		
2,948	749	37,780	...	37,780	Total		
...	...	7,777	...	7,777	1st half	LXXX	
...	...	3,649	...	3,649	2nd half		
...	...	11,426	...	11,426	Total		
1,419	457	20,020	54	19,966	1st half	LXXXI	
1,043	1,095	20,170	...	20,170	2nd half		
2,462	1,552	40,190	54	40,136	Total		
12,841	4,757	1,09,338	1,990	98,348	1st half		
9,059	3,692	97,480	3,635	93,845	2nd half		
21,900	8,449	1,97,818	5,625	1,92,193	Total		
26,70,774	46,51,494	3,18,35,010	10,21,110	3,16,07,567			

APPENDIX
STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1896. {From Abstract B of

Classification Number.	Railway.	1896.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	2,26,268	6,93,009	3,35,332	41,970	1,23,025
		2nd half	2,33,228	6,95,133	2,88,411	37,404	1,32,565
		Total	4,59,496	13,88,142	6,23,743	79,374	2,55,590
III	Bengal-Nágpur	1st half	61,390	1,16,165	72,528	11,838	17,787
		2nd half	62,571	1,00,341	60,367	10,976	14,689
		Total	1,23,961	2,16,506	1,32,895	22,814	32,476
IV	Indian Midland	1st half	49,119	1,06,226	1,82,942	16,942	22,129
		2nd half	51,888	1,03,634	2,11,051	14,473	21,512
		Total	1,01,007	2,09,860	3,93,993	31,415	43,641
VI	Godhra-Ratlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway.				
X	Madras-Ennúr section (Bezwada-Madras).	1st half 2nd half Total	Included with the Madras railway.				
XI	North Western State	1st half	2,40,932	6,39,566	13,09,466	59,358	82,472
		2nd half	2,55,883	6,02,202	10,60,828	55,904	79,056
		Total	4,96,815	12,41,768	23,70,294	1,15,262	1,61,528
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.				
XIII	Oudh and Rohilkhand State	1st half	58,075	76,001	2,14,975	9,453	25,157
		2nd half	56,412	72,212	2,04,227	10,036	22,949
		Total	1,14,487	1,48,213	4,19,202	19,489	48,106
XIV	Eastern Bengal State (a)	1st half	68,118	1,55,770	2,43,392	15,447	26,720
		2nd half	70,828	1,73,890	3,06,669	15,827	33,751
		Total	1,38,946	3,29,660	5,50,061	31,274	60,471
	Bengal Central	1st half 2nd half Total	Included with the Eastern Bengal State railway.				
XV	Calcutta Port Commissioners'	1st half	...	5,889	7,659	...	671
		2nd half	...	6,175	7,359	...	1,316
		Total	...	12,064	15,018	...	1,987
XVI	East Coast State	1st half	40,622	68,693	1,04,715	4,697	14,187
		2nd half	43,655	64,090	91,003	4,044	14,134
		Total	84,277	1,32,783	1,95,718	8,741	28,321
XVIII	Great Indian Peninsula	1st half	1,80,609	9,23,656	12,18,270	85,167	86,675
		2nd half	1,77,313	7,94,374	9,78,084	73,403	75,230
		Total	3,57,922	17,18,030	21,96,354	1,58,570	3,61,905
XIX	Bombay, Baroda and Central India	1st half	61,882	2,31,900	5,97,289	39,751	35,511
		2nd half	61,415	2,07,458	4,64,170	39,046	32,422
		Total	1,23,297	4,39,358	10,61,459	78,797	67,933
XX	Madras	1st half	68,218	1,73,718	4,50,810	12,984	21,495
		2nd half	69,811	1,74,827	4,40,662	16,172	24,128
		Total	1,38,029	3,48,545	8,91,472	29,156	45,623
XXXII	The Nizam's Guaranteed state	1st half	26,762	44,443	45,449	8,942	8,357
		2nd half	35,314	45,693	49,816	9,525	7,996
		Total	62,076	90,136	95,265	18,467	16,353
	TOTAL STANDARD GAUGE carried over.	1st half	10,81,995	32,35,036	47,82,827	3,06,549	4,64,186
		2nd half	11,18,318	30,40,029	41,62,647	2,86,810	4,59,748
		Total	22,00,313	62,75,065	89,45,474	5,93,359	9,23,934

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
R	R	R	R	R	R			
8,12,495	51,792	4,80,204	27,64,095	18,572	27,45,523	1st half	I	
6,88,269	41,682	3,37,484	24,54,176	20,267	24,33,909	2nd half		
15,00,764	93,474	8,17,688	52,18,271	38,839	51,79,432	Total.		
1,20,590	6,811	1,44,514	5,51,533	...	5,51,533	1st half	III	
1,50,758	7,155	51,958	4,58,815	...	4,58,815	2nd half		
2,71,258	13,966	1,96,472	10,10,348	...	10,10,348	Total.		
1,20,118	6,580	59,390	5,63,446	...	5,63,446	1st half	IV	
1,22,828	6,324	64,359	5,96,069	...	5,96,069	2nd half		
2,42,946	12,904	1,23,749	11,59,515	...	11,59,515	Total.		
					2,21,930	1st half	VI	
					1,65,914	2nd half		
					3,87,844	Total.		
					10,874	1st half	IX	
					9,002	2nd half		
					19,870	Total.		
					4,745	1st half	X	
					7,135	2nd half		
					11,880	Total.		
5,98,637	81,727	3,25,958	33,38,116	1,44,383	31,93,733	1st half	XI	
6,07,927	68,232	2,07,182	29,37,214	96,032	28,41,182	2nd half		
12,06,564	1,49,959	5,33,140	62,75,330	2,40,415	60,34,915	Total.		
...	...	...	...	...	21,863	1st half	XII	
					20,588	2nd half		
					42,391	Total.		
85,065	13,560	99,314	5,81,600	...	5,81,600	1st half	XIII	
90,614	13,364	46,993	5,16,807	...	5,16,807	2nd half		
1,75,679	26,924	1,46,307	10,98,407	...	10,98,407	Total.		
1,63,819	18,458	71,530	7,63,254	56,552	7,06,702	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking, also the Bengal Central railway. From the column "Net total," the Bengal Central railway has been excluded.
1,28,787	25,493	46,752	8,01,997	65,807	7,36,190	2nd half		
2,92,606	43,951	1,18,282	15,65,251	1,22,359	14,42,892	Total.		
					56,552	1st half		
					65,807	2nd half		
					1,22,359	Total.		
6,019	269	...	20,507	...	20,507	1st half	XV	
8,095	216	...	23,161	...	23,161	2nd half		
14,114	485	...	43,668	...	43,668	Total.		
63,576	9,853	54,436	3,60,779	...	3,60,779	1st half	XVI	
42,947	4,277	33,124	2,97,274	...	2,97,274	2nd half		
1,06,523	14,130	87,560	6,58,053	...	6,58,053	Total.		
8,85,819	40,673	4,99,356	39,20,225	...	39,20,225	1st half	XVIII	
8,63,735	44,390	4,16,912	34,23,441	...	34,23,441	2nd half		
17,49,554	85,063	9,16,268	73,43,666	...	73,43,666	Total.		
2,83,227	27,090	1,95,904	14,72,554	7,044	14,65,510	1st half	XIX	
2,50,052	38,401	1,18,888	12,11,852	14,777	11,97,075	2nd half		
5,33,279	65,491	3,14,792	26,84,406	21,821	26,62,585	Total.		
2,54,308	7,199	80,279	10,69,011	18,742	10,50,269	1st half	XX	
2,58,110	8,799	83,288	10,75,797	24,344	10,51,453	2nd half		
5,12,418	15,998	1,63,567	21,44,808	43,086	21,01,722	Total.		
57,387	6,243	24,027	2,21,610	10,874	2,10,736	1st half	XXXII	
45,309	5,192	28,035	2,26,880	9,902	2,17,878	2nd half		
1,02,696	11,435	52,062	4,48,490	19,876	4,28,614	Total.		
34,50,970	2,70,255	20,34,912	1,56,26,730	2,56,167	1,56,86,467	1st half		
32,57,431	2,63,525	14,34,975	1,40,23,483	2,30,229	1,40,61,700	2nd half		
67,08,401	5,33,780	34,69,887	2,96,50,213	4,86,396	2,97,48,167	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1896. [From Abstract B of

Classification Number.	Railway.	1896.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	10,81,995	32,35,036	47,82,827	3,06,549	4,64,186
		2nd half	11,18,318	30,40,029	41,62,647	2,86,810	4,59,748
		Total .	22,00,313	62,75,065	89,45,474	5,93,359	9,23,934
XXXIII	Nágdá-Ujjain (*a*) . . .	1st half 2nd half Total .	Included with the Bombay, Baroda and Central India railway.				
XXXIV	The Gaekwar's Petlád . .	1st half 2nd half Total .	Included with the Bombay, Baroda and Central India railway.				
XXXV	Kolar gold-fields . . .	1st half 2nd half Total	Included with the Madras railway.				
XXXVI	Rájpura-Bhátinda . . .	1st half 2nd half Total	Included with the North Western State railway.				
	TOTAL STANDARD GAUGE	1st half	10,81,995	32,35,036	47,82,827	3,06,549	4,64,186
		2nd half	11,18,318	30,40,029	41,62,647	2,86,810	4,59,748
		Total .	22,00,313	62,75,065	89,45,474	5,93,359	9,23,934
	METRE GAUGE.						
XXXVIII	Bengal and North-Western—						
	Tirhoot section Company's section	1st half	27,696	59,354	98,822	5,732	10,276
		2nd half	30,559	56,479	74,212	6,491	11,092
		Total .	58,255	1,15,833	1,73,034	12,223	21,368
XL	Rajputana-Malwa . . .	1st half	1,78,120	3,71,036	8,85,982	45,252	35,471
		2nd half	1,69,041	3,31,028	7,08,858	40,433	28,431
		Total .	3,47,161	7,02,064	15,94,840	85,685	63,902
XLI	Pálanpur-Deesa . . .	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				
XLII	Southern Mahratta . . .	1st half	90,933	1,58,375	2,70,551	19,733	17,669
		2nd half	88,471	1,57,987	2,67,839	21,312	18,116
		Total .	1,79,404	3,16,362	5,38,390	41,045	35,785
XLIII	Guntakal-Mysore frontier .	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
XLIV	*Mysore section* (Southern Mahratta)	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
XLV	South Indian	1st half	68,349	1,66,843	4,25,551	19,971	33,352
		2nd half	67,684	1,64,580	3,93,767	17,104	34,622
		Total .	1,36,033	3,31,423	8,19,318	37,075	67,974
XLVI	Máyavaram-Mutupet . . .	1st half 2nd half Total .	Included with the South Indian railway.				
XLVII	Assam-Bengal . . .	1st half	5,268	16,827	48,369	2,929	5,381
		2nd half	9,357	16,222	22,446	2,955	6,803
		Total .	14,625	33,049	70,815	5,884	12,184
XLVIII	Burma (*b*)	1st half	72,889	1,82,038	2,62,973	23,031	28,145
		2nd half	69,118	1,72,907	2,62,150	19,735	19,315
		Total .	1,42,007	3,54,945	5,25,123	42,766	47,460
LI	Deeghur	1st half 2nd half Total .	Details not furnished.				
LII	Rohilkund and Kumaon (Company's section) (*c*).	1st half	12,124	13,833	27,754	2,211	3,598
		2nd half	11,582	12,343	18,748	2,105	3,455
		Total .	23,706	26,176	46,502	4,316	7,053
LIII	Bengal Dooars . . .	1st half	1,968	1,133	5,642	208	356
		2nd half	1,680	1,058	4,855	194	406
		Total .	3,648	2,191	10,497	402	762
	TOTAL METRE GAUGE carried over.	1st half	4,57,347	9,69,439	20,25,644	1,19,067	1,34,248
		2nd half	4,47,492	9,12,604	17,52,875	1,10,329	1,22,240
		Total(*d*)	9,04,839	18,82,043	37,78,519	2,29,396	2,56,488

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Maintenance and Renewal of: Locomotive engines.	Maintenance and Renewal of: Machinery.	Other charges	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*	*R*	*R*			
34,50,970	2,70,255	20,34,912	1,56,26,730	2,56,167	1,56,86,467	1st half		
32,57,431	2,63,525	14,34,975	1,40,23,483	2,30,229	1,40,61,700	2nd half		
67,08,401	5,33,780	34,69,887	2,96,50,213	4,86,396	2,97,48,167	Total.		
					...	1st half	XXXIII	(a) Opened for traffic on the 15th July 1896.
					7,705	2nd half		
					7,705	Total.		
					7,044	1st half	XXXIV	
					7,071	2nd half		
					14,115	Total.		
					13,997	1st half	XXXV	
					17,210	2nd half		
					31,207	Total.		
					1,22,580	1st half	XXXVI	
					75,445	2nd half		
					1,98,025	Total.		
34,50,970	2,70,255	20,34,912	1,56,26,730	2,56,167	1,58,30,088	1st half		
32,57,431	2,63,525	14,34,975	1,40,23,483	2,30,229	1,41,69,131	2nd half		
67,08,401	5,33,780	34,69,887	2,96,50,213	4,86,396	2,99,99,219	Total.		
46,842	2,459	26,422	2,77,603	...	2,77,603	1st half	XXXVIII	
47,335	3,153	17,107	2,46,428	...	2,46,428	2nd half		
94,177	5,612	43,529	5,24,031	...	5,24,031	Total.		
3,64,537	29,613	2,20,458	21,30,469	2,67,619	18,62,850	1st half	XL	
3,51,920	24,149	80,211	17,34,071	2,09,184	15,24,887	2nd half		
7,16,457	53,762	3,00,669	38,64,540	4,76,803	33,87,737	Total.		
					5,212	1st half	XLI	
					3,575	2nd half		
					8,787	Total.		
1,93,109	38,370	1,23,648	9,12,388	2,24,269	6,88,119	1st half	XLII	
1,47,099	28,443	1,46,836	8,76,103	2,54,556	6,21,547	2nd half		
3,40,208	66,813	2,70,484	17,88,491	4,78,825	13,09,666	Total.		
					40,812	1st half	XLIII	
					53,393	2nd half		
					94,205	Total.		
					1,47,930	1st half	XLIV	
					1,61,647	2nd half		
					3,09,577	Total.		
1,91,489	1,287	67,309	9,74,151	33,944	9,40,207	1st half	XLV	
1,60,925	2,056	43,647	8,84,385	30,908	8,53,477	2nd half		
3,52,414	3,343	1,10,956	18,58,536	64,852	17,93,684	Total.		
					25,030	1st half	XLVI	
					24,677	2nd half		
					49,707	Total.		
5,235	...	1,807	85,816	...	85,816	1st half	XLVII	
5,172	80	3,208	66,243	...	66,243	2nd half		
10,407	80	5,015	1,52,059	...	1,52,059	Total.		
1,04,054	10,404	42,072	7,25,606	...	7,25,606	1st half	XLVIII	(b) The working of this line has been transferred to a company from the 1st September 1896.
1,16,488	11,372	40,206	7,11,291	...	7,11,291	2nd half		
2,20,542	21,776	82,278	14,36,897	...	14,36,897	Total.		
			4,642	...	4,642	1st half	LI	
						2nd half		
			4,642	...	4,642	Total.		
28,028	2,098	4,214	93,857	...	93,857	1st half	LII	(c) Including the Lucknow-Bareilly section.
16,397	1,587	5,469	71,686	...	71,686	2nd half		
44,425	3,685	9,680	1,65,543	...	1,65,543	Total.		
962	58	544	10,871	...	10,871	1st half	LIII	
1,101	297	801	10,392	...	10,392	2nd half		
2,063	355	1,345	21,263	...	21,263	Total.		
9,34,256	84,289	4,86,471	52,10,761	5,25,832	49,03,913	1st half		
8,46,437	71,137	3,37,485	46,00,599	4,94,648	43,49,243	2nd half		
17,80,693	1,55,426	8,23,956	98,16,002	10,20,480	92,57,798	Total (*d*)		(*d*) Including the Deoghur railway for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1896. [From Abstract B of

Classification Number.	Railway.	1896.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,57,347	9,69,439	20,25,614	1,19,067	1,34,248
		2nd half	4,47,492	9,12,604	17,52,875	1,10,329	1,22,240
		Total (a)	9,04,839	18,82,043	37,78,519	2,29,396	2,56,488
LIV	Dibru-Sadiya	1st half	2,514	6,461	12,141	1,306	2,070
		2nd half	4,099	6,981	10,601	1,913	1,957
		Total	6,613	13,442	22,742	3,219	4,027
LX	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXI	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXII	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXIII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	5,565	7,998	45,816	2,333	3,354
		2nd half	5,446	7,810	44,745	2,256	3,202
		Total	11,011	15,808	90,561	4,589	6,556
	Bickaneer section	1st half	553	791	4,525	378	332
		2nd half	629	909	5,196	468	376
		Total	1,182	1,700	9,721	846	708
LXVII	Oodeypore-Chitor	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	22,317	33,613	88,909	2,789	4,353
		2nd half	15,939	25,158	56,255	2,145	3,057
		Total	38,256	58,771	1,45,164	4,934	7,410
LXIX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.				
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	4,88,296	10,18,302	21,77,035	1,25,873	1,44,357
		2nd half	4,73,605	9,53,462	18,69,672	1,17,111	1,30,832
		Total (a	9,61,901	19,71,764	40,46,707	2,42,984	2,75,189
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	3,061	14,725	27,709	440	3,325
		2nd half	3,161	13,792	21,074	530	3,040
		Total	6,222	28,517	48,783	970	6,365
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	456	4,234	10,319	2,294	803
		2nd half	456	2,980	6,158	2,018	341
		Total	912	7,214	16,477	4,312	1,144
LXXX	Cooch Behar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXI	Morvi (2′ 6″)	1st half	2,268	4,263	15,852	999	1,071
		2nd half	2,623	3,761	17,753	646	923
		Total	4,891	8,024	33,605	1,645	1,994
	TOTAL SPECIAL GAUGES.	1st half	5,785	23,222	53,880	3,733	5,199
		2nd half	6,240	20,533	44,985	3,194	4,304
		Total	12,025	43,755	98,865	6,927	9,503
	TOTAL OF ALL GAUGES FOR THE YEAR	...	31,74,239	82,90,584	1,30,91,046	8,43,270	12,08,626

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896

Maintenance and Renewal of: Locomotive engines.	Maintenance and Renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks
R	*R*	*R*	*R*	*R*	*R*			
9,34,256	84,289	4,86,471	52,10,761	5,25,832	49,03,913	1st half		
8,46,437	71,137	3,37,485	46,00,599	4,94,648	43,49,243	2nd half		
17,80,693	1,55,426	8,23,956	98,16,002	10,20,480	92,57,798	Total (a		(a) Including the Deoghur railway, for which yearly figures are shown.
9,112	958	...	34,562	...	34,562	1st half	LIV	
12,271	1,312	...	39,134	...	39,134	2nd half		
21,383	2,270	...	73,696	...	73,696	Total.		
					30,939	1st half	LX	
					27,756	2nd half		
					58,695	Total.		
					12,178	1st half	LXI	
					11,460	2nd half		
					23,638	Total.		
					19,754	1st half	LXII	
					23,979	2nd half		
					43,733	Total.		
					3,595	1st half	LXIII	
					4,077	2nd half		
					7,672	Total.		
13,599	862	4,446	83,973	...	83,973	1st half	LXVI	
11,367	1,315	4,353	80,494	...	80,494	2nd half		
24,966	2,177	8,799	1,64,467	...	1,64,467	Total.		
1,341	90	428	8,438	...	8,438	1st half		
1,326	151	508	9,563	...	9,563	2nd half		
2,667	241	936	18,001	...	18,001	Total.		
					11,305	1st half	LXVII	
					11,939	2nd half		
					23,244	Total.		
32,223	1,954	1,416	1,87,574	19,848	1,67,726	1st half	LXVIII	
37,937	3,328	1,966	1,45,785	15,474	1,30,311	2nd half		
70,160	5,282	3,382	3,33,359	35,322	2,98,037	Total.		
					19,848	1st half	LXIX	
					15,474	2nd half		
					35,322	Total.		
9,90,531	88,153	4,92,761	55,25,308	5,45,680	52,96,231	1st half		
9,09,338	77,243	3,44,312	48,75,575	5,10,122	47,03,430	2nd half		
18,99,869	1,65,396	8,37,073	1,04,05,525	10,55,802	1,00,04,303	Total (a)		
...	...	...	4,102	...	4,102	1st half		
...	...	...	4,666	...	4,666	2nd half		
			8,768	...	8,768	Total.		
...	...	...	8,377	...	8,377	1st half	LXXV	
...	...	...	9,338	...	9,338	2nd half		
			17,715	...	17,715	Total.		
14,217	3,364	6,757	73,598	310	73,288	1st half	LXXVI	
13,342	601	3,571	59,111	...	59,111	2nd half		
27,559	3,965	10,328	1,32,709	310	1,32,399	Total.		
5,358	...	621	24,085	...	24,085	1st half	LXXVIII	
3,798	...	700	16,451	...	16,451	2nd half		
9,156	...	1,321	40,536	...	40,536	Total.		
			2,875	...	2,875	1st half	LXXX	
			2,219	...	2,219	2nd half		
			5,094	...	5,094	Total.		
10,292	...	167	34,912	...	34,912	1st half	LXXXI	
13,750	...	13	39,469	...	39,469	2nd half		
24,042	...	180	74,381	...	74,381	Total.		
29,867	3,364	7,545	1,47,949	310	1,47,639	1st half		
30,890	601	4,284	1,31,254	...	1,31,254	2nd half		
60,757	3,965	11,829	2,79,203	310	2,78,893	Total.		
86,69,027	7,03,141	43,18,789	4,03,24,94	15,42,508	4,02,82,415			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1896. { From Abstract C of

Classification Number.	Railway.	1896.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			₹	₹	₹	₹	₹
	Standard gauge.						
I	East Indian	1st half	51,793	1,55,419	5,71,196	20,421	54,066
		2nd half	51,798	1,83,356	4,93,972	22,273	61,176
		Total	1,03,591	3,38,775	10,65,168	42,694	1,15,242
III	Bengal-Nágpur	1st half	12,757	19,599	62,637	829	27,477
		2nd half	12,616	17,476	61,360	795	30,905
		Total	25,373	37,075	1,23,997	1,624	58,382
IV	Indian Midland	1st half	19,030	46,176	38,116	4,666	14,840
		2nd half	19,696	53,819	45,886	5,001	15,117
		Total	38,726	99,995	84,002	9,667	29,957
VI	Godhra-Ratlam Nágdá	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed state railway.				
		2nd half					
		Total					
X	Madras-Ennúr section (Bezwada-Madras)	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XI	North Western State	1st half	70,510	1,79,198	5,91,820	10,654	1,12,073
		2nd half	52,033	1,72,219	2,39,814	11,006	1,09,186
		Total	1,22,543	3,51,417	8,31,634	21,660	2,21,259
XII	Hyderabad-Shadipalli	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XIII	Oudh and Rohilkhand State	1st half	14,936	99,367	87,714	3,404	27,137
		2nd half	14,068	94,157	2,82,648	3,356	29,335
		Total	29,004	1,93,524	3,70,362	6,760	56,472
XIV	Eastern Bengal State (a)	1st half	39,239	74,029	2,21,136	2,426	27,869
		2nd half	39,931	72,552	56,002	3,104	32,878
		Total	79,170	1,46,581	2,77,138	5,530	60,747
	Bengal Central	1st half	Included with the Eastern Bengal State railway.				
		2nd half					
		Total					
XV	Calcutta Port Commissioners'	1st half	...	...	6,019	269	1,346
		2nd half	...	...	8,096	216	2,140
		Total	...	...	14,115	485	3,486
XVI	East Coast State	1st half	10,133	7,202	4,521	1,608	9,489
		2nd half	11,413	3,784	9,723	2,756	13,528
		Total	21,546	10,986	14,244	4,364	23,017
XVIII	Great Indian Peninsula	1st half	55,856	2,71,391	2,74,931	16,700	98,588
		2nd half	54,240	2,61,671	2,60,468	17,807	1,01,826
		Total	1,10,096	5,33,062	5,35,399	34,507	2,00,414
XIX	Bombay, Baroda and Central India	1st half	22,677	80,027	1,10,064	15,571	26,098
		2nd half	24,750	73,266	1,07,520	20,291	29,646
		Total	47,427	1,53,293	2,17,584	35,862	55,744
XX	Madras	1st half	19,241	63,643	1,65,241	4,750	31,065
		2nd half	19,690	63,945	1,63,040	6,478	31,701
		Total	38,931	1,27,588	3,28,281	11,228	62,766
XXXII	The Nizam's Guaranteed State	1st half	6,461	19,404	21,504	302	9,456
		2nd half	7,508	16,477	15,391	379	10,986
		Total	13,969	35,881	36,895	741	20,442
XXXIII	Nágdá-Ujjain ()	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIV	The Gaekwar's Petlád	1st half					
		2nd half					
		Total					
	Total standard gauge carried over	1st half	3,22,633	10,15,455	21,54,899	81,660	4,39,504
		2nd half	3,07,743	10,12,722	17,43,920	93,462	4,08,424
		Total	6,30,376	20,28,177	38,98,819	1,75,122	9,07,928

A—continued.

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	R	R	R			
10,464	8,63,359	8,019	8,55,340	1st half	I	
9,654	8,22,229	4,557	8,17,672	2nd half		
20,118	16,85,588	12,576	16,73,012	Total.		
4,271	1,27,570	...	1,27,570	1st half	III	
3,225	1,26,377	...	1,26,377	2nd half		
7,496	2,53,947	...	2,53,947	Total.		
568	1,23,396	...	1,23,396	1st half	IV	
507	1,40,026	...	1,40,026	2nd half		
1,075	2,63,422	...	2,63,422	Total.		
			25,888	1st half	VI	
			27,684	2nd half		
			53,572	Total.		
			2,921	1st half	IX	
			2,025	2nd half		
			4,946	Total.		
			1,402	1st half	X	
			2,076	2nd half		
			3,478	Total.		
26,333	9,99,588	44,632	9,45,956	1st half	XI	
22,711	6,06,969	29,304	5,77,665	2nd half		
49,044	15,97,557	73,936	15,23,621	Total.		
			6,796	1st half	XII	
			6,282	2nd half		
			13,078	Total.		
3,363	2,35,921	...	2,35,921	1st half	XIII	
624	4,24,188	...	4,24,188	2nd half		
3,987	6,60,109	...	6,60,109	Total.		
2,910	3,67,609	27,032	3,40,577	1st half	XIV	
2,593	2,07,060	16,990	1,90,070	2nd half		
5,503	5,74,669	44,022	5,30,647	Total.		
			27,032	1st half		
			16,990	2nd half		
			44,022	Total.		
	7,634	...	7,634	1st half	XV	
...	10,452	...	10,452	2nd half		
...	18,086	...	18,086	Total.		
357	33,310	...	33,310	1st half	XVI	
989	42,193	...	42,193	2nd half		
1,346	75,503	...	75,503	Total.		
1,03,816	8,21,282	3,900	8,17,382	1st half	XVIII	
85,761	7,81,773	2,000	7,79,773	2nd half		
1,89,577	16,03,055	5,900	15,97,155	Total.		
37,961	2,92,398	1,398	2,91,000	1st half	XIX	
42,931	2,98,404	3,598	2,94,806	2nd half		
80,892	5,90,802	4,996	5,85,806	Total.		
32,031	3,15,971	5,541	3,10,430	1st half	XX	
28,168	3,13,022	7,484	3,05,538	2nd half		
60,199	6,28,993	13,025	6,15,968	Total.		
2,093	59,280	2,921	56,359	1st half	XXXII	
60	50,801	2,025	48,776	2nd half		
2,153	1,10,081	4,946	1,05,135	Total.		
			...	1st half	XXXIII	
			1,856	2nd half		
			1,856	Total.		
			1,399	1st half	XXXIV	
			1,742	2nd half		
			3,141	Total.		
2,24,167	42,38,318	93,443	42,10,313	1st half		
1,97,223	38,23,494	65,958	38,16,191	2nd half		
4,21,390	80,61,812	1,59,401	80,26,504	Total.		

(a) Including the metre and special gauge sections of the undertaking, also the Bengal Central railway. From the column "Net total" the Bengal Central railway has been excluded.

(b) Opened for traffic on the 15th July 1896.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1896. [From Abstract C of

Classification Number.	Railway.	1896.	General superintendence.	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
			R	R	R	R	R
	Standard gauge—*concld.*						
	Brought forward standard gauge	1st half	3,22,633	10,15,455	21,54,899	81,660	4,39,504
		2nd half	3,07,743	10,12,722	17,43,920	93,462	4,68,424
		Total	6,30,376	20,28,177	38,98,819	1,75,122	9,07,928
XXXV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
	Total standard gauge	1st half	3,22,633	10,15,455	21,54,899	81 660	4,39,504
		2nd half	3,07,743	10,12,722	17,43,920	93,462	4,68,424
		Total	6,30,376	20,28,177	38,98,819	1,75,122	9,07,928
	Metre gauge.						
XXXVIII	Bengal and North-Western—						
	Tirhoot section	1st half	9,826	23,033	50,719	570	11,209
	Company's section	2nd half	10,532	16,275	39,991	1,022	13,177
		Total	20,358	39,308	90,710	1,592	24,377
XL	Rajputana-Malwa	1st half	38,784	1,33,206	2,17,340	1,350	68,076
		2nd half	42,938	1,27,238	2,26,904	2,258	65,933
		Total	81,722	2,60,444	4,44,244	3,608	1,34,009
XLI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLII	Southern Mahratta	1st half	25,671	71,383	84,811	2,432	19,966
		2nd half	24,782	84,598	64,484	4,132	20,429
		Total	50,453	1,55,981	1,49,295	6,564	40,395
XLIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLIV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLV	South Indian	1st half	22,785	1,80,350	91,792	...	21,779
		2nd half	22,563	1,04,684	97,395	...	21,946
		Total	45,348	2,85,034	1,89,187	...	43,725
XLVI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVII	Assam-Bengal	1st half	5,267	4,661	7,256	...	4,213
		2nd half	1,334	2,811	1,169	...	4,261
		Total	6,601	7,472	8,425	...	8,474
XLVIII	Burma (*a*)	1st half	22,353	78,932	85,234	6,559	29,913
		2nd half	21,196	59,518	70,539	2,347	23,164
		Total	43,549	1,38,450	1,55,773	8,906	53,077
LI	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LII	Rohilkund and Kumaon (Company's section). (*b*)	1st half	4,782	6,632	15,178	618	4,434
		2nd half	4,764	4,353	13,259	279	4,259
		Total	9,540	10,985	28,437	897	8,693
LIII	Bengal Dooars	1st half	981	829	757	20	446
		2nd half	832	1,037	1,077	14	362
		Total	1,813	1,866	1,834	34	808
	Total metre gauge carried over	1st half	1,30,449	4,99,026	5,53,087	11,549	1,60,027
		2nd half	1,28,941	4,00,514	5,14,818	10,052	1,53,531
		Total (*c*)	2,59,390	8,99,540	10,67,905	21,601	3,13,558

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
2,24,167	42,38,318	93,443	42,10,313	1st half		
1,97,223	38,23,494	65,958	38,16,191	2nd half		
4,21,390	80,61,812	1,59,401	80,26,504	Total		
			4,139	1st half	XXXV	
			4,979	2nd half		
			9,118	Total.		
			37,836	1st half	XXXVI	
			23,022	2nd half		
			60,858	Total.		
2,24,167	42,38,318	93,443	42,52,288	1st half		
1,97,223	38,23,494	65,958	38,44,192	2nd half		
4,21,390	80,61,812	1,59,401	80,96,480	Total		
467	95,815	...	95,815	1st half	XXXVIII	
677	81,674	...	81,674	2nd half		
1,144	1,77,489	...	1,77,489	Total.		
14,487	4,73,243	36,598	4,36,645	1st half	XL	
19,577	4,84,848	40,298	4,44,550	2nd half		
34,064	9,58,091	76,896	8,81,195	Total.		
			1,239	1st half	XLI	
			1,042	2nd half		
			2,281	Total.		
901	2,05,164	50,375	1,54,789	1st half	XLII	
493	1,98,918	57,710	1,41,208	2nd half		
1,394	4,04,082	1,08,085	2,95,997	Total.		
			9,180	1st half	XLIII	
			12,130	2nd half		
			21,310	Total.		
			33,218	1st half	XLIV	
			36,629	2nd half		
			69,847	Total.		
3,275	3,19,981	9,875	3,10,106	1st half	XLV	
2,664	2,49,252	8,221	2,41,031	2nd half		
5,939	5,69,233	18,096	5,51,137	Total.		
			8,256	1st half	XLVI	
			6,969	2nd half		
			15,225	Total.		
34	21,431	...	21,431	1st half	XLVII	
736	10,311	...	10,311	2nd half		
770	31,742	...	31,742	Total.		
12,091	2,35,682	...	2,35,682	1st half	XLVIII	(a) The working of this line has been transferred to a company from the 1st September 1896.
3,242	1,80,006	...	1,80,006	2nd half		
15,933	4,15,688	...	4,15,688	Total.		
	1,367	...	1,367	1st half	LI	
	1,367	...	1,367	2nd half		
675	32,319	...	32,319	1st half	LII	(b) Including the Lucknow-Bareilly section.
94	27,008	...	27,008	2nd half		
769	59,327	...	59,327	Total.		
...	3,033	...	3,033	1st half	LIII	
1	3,323	...	3,323	2nd half		
1	6,356	...	6,356	Total.		
32,530	13,86,668	96,848	13,41,713	1st half		
27,484	12,35,340	1,06,229	11,85,881	2nd half		
60,014	26,23,375	2,03,077	25,28,961	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1896. [From Abstract C of

Classification Number.	Railway.	1896.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	1,30,449	4,99,026	5,53,087	11,549	1,60,027
		2nd half	1,28,941	4,00,514	5,14,818	10,052	1,53,531
		Total (*a*)	2,59,390	8,99,540	10,67,905	21,601	3,13,558
LIV	Dibru-Sadiya	1st half	1,305	2,439	13,256	...	3,224
		2nd half	2,331	3,650	14,683	...	3,057
		Total	3,636	6,089	27,939	...	6,281
LX	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXI	Kolhápur	1st half	Included with the Southern Mahratta railway				
		2nd half					
		Total					
LXII	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXIII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	1,315	4,291	3,570	87	1,977
		2nd half	1,457	5,319	3,979	238	1,916
		Total	2,772	9,610	7,549	325	3,893
	Bickaneer section	1st half	135	436	350	9	217
		2nd half	169	619	465	25	253
		Total	304	1,055	815	34	470
LXVII	Oodeypore-Chitor	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	7,439	9,689	7,667	977	3,520
		2nd half	5,313	5,341	10,069	1,664	4,081
		Total	12,752	15,030	17,736	2,641	7,601
LXIX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.				
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	1,40,643	5,15,881	5,77,930	12,622	1,68,965
		2nd half	1,38,211	4,15,443	5,44,014	11,979	1,62,838
		Total (*a*)	2,78,854	9,31,324	11,21,944	24,601	3,31,803
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	2,748	7,999	10,634	90	1,854
		2nd half	2,772	10,017	18,024	129	1,586
		Total	5,520	18,016	28,658	219	3,440
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	152	1,327	8,642	...	1,491
		2nd half	152	1,648	6,349	...	1,584
		Total	304	2,975	14,991	...	3,075
LXXX	Cooch Behar (2′ 6″)	1st half	...	...	...	...	...
		2nd half	Details not furnished.				
		Total	...	...	...	...	...
LXXXI	Morvi (2′ 6″)	1st half	785	1,608	97	...	909
		2nd half	1,182	4,046	210	...	889
		Total	1,967	5,654	307	...	1,798
	TOTAL SPECIAL GAUGES	1st half	3,685	10,934	19,373	90	4,254
		2nd half	4,106	15,711	24,583	129	4,059
		Total	7,791	26,645	43,956	219	8,313
	TOTAL OF ALL GAUGES FOR THE YEAR—	...	9,17,021	29,86,746	50,64,718	1,99,942	12,48,045

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Other Charges.	Total.	Deductions.	Net Total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
32,530	13,86,668	96,848	13,41,713	1st half		
27,484	12,35,340	1,06,229	11,85,881	2nd half		
60,014	26,23,375	2,03,077	25,28,961	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
...	20,224	...	20,224	1st half	LIV	
...	23,721	...	23,721	2nd half		
...	43,945	...	43,945	Total.		
			7,252	1st half	LX	
			8,092	2nd half		
			15,344	Total.		
			2,735	1st half	LXI	
			2,596	2nd half		
			5,331	Total.		
			4,436	1st half	LXII	
			5,432	2nd half		
			9,868	Total.		
			807	1st half	LXIII	
			924	2nd half		
			1,731	Total.		
155	11,395	...	11,395	1st half	LXVI	
77	12,986	...	12,986	2nd half		
232	24,381	...	24,381	Total.		
8	1,155	...	1,155	1st half		
5	1,536	...	1,536	2nd half		
13	2,691	...	2,691	Total.		
			2,650	1st half	LXVII	
			3,480	2nd half		
			6,130	Total.		
4	29,296	3,100	26,196	1st half	LXVIII	
15	26,483	2,811	23,672	2nd half		
19	55,779	5,911	49,868	Total.		
			3,100	1st half	LXIX	
			2,811	2nd half		
			5,911	Total.		
32,697	14,48,738	99,948	14,21,663	1st half		
27,581	13,00,066	1,09,040	12,71,132	2nd half		
60,278	27,50,171	2,08,988	26,94,162	Total (a)		
...	1,692	...	1,692	1st half		
...	1,859	...	1,859	2nd half		
...	3,551	...	3,551	Total.		
...	11,571	...	11,571	1st half	LXXV	
...	2,120	...	2,120	2nd half		
...	13,691	...	13,691	Total.		
71	23,396	310	23,086	1st half	LXXVI	
...	32,528	...	32,528	2nd half		
71	55,924	310	55,614	Total.		
1,336	12,948	...	12,948	1st half	LXXVIII	
1,346	11,079	...	11,079	2nd half		
2,682	24,027	...	24,027	Total.		
...	1,476	...	1,476	1st half	LXXX	
...	372	...	372	2nd half		
...	1,848	...	1,848	Total.		
...	3,399	...	3,399	1st half	LXXXI	
...	6,327	...	6,327	2nd half		
...	9,726	...	9,726	Total.		
1,407	54,482	310	54,172	1st half		
1,346	54,285	...	54,285	2nd half		
2,753	1,08,767	310	1,08,457	Total.		
4,84,421	1,09,20,750	3,68,609	1,08,99,098			

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract D of

Classification Number.	Railway.	1896.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian	1st half	2,06,332	8,13,034	3,58,816	1,73,927	19,547	64,402	4,343
		2nd half	2,11,260	8,53,427	3,52,703	1,67,360	14,360	79,223	3,853
		Total	4,17,592	16,66,461	7,11,519	3,41,287	33,907	1,43,625	8,196
III	Bengal-Nágpur	1st half	53,938	1,14,393	36,914	24,520	4,099	18,737	559
		2nd half	59,356	1,03,450	34,178	26,391	1,133	11,434	238
		Total	1,13,294	2,17,843	71,092	50,911	5,232	30,171	797
IV	Indian Midland	1st half	43,851	96,111	31,998	25,919	917	15,777	146
		2nd half	40,684	98,633	32,282	38,381	870	20,057	159
		Total	84,535	1,94,744	64,280	64,300	1,787	35,834	305
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway.						
X	Madras-Ennúr section (Bezwada-Madras).	1st half 2nd half Total	Included with the Madras railway.						
XI	North Western State	1st half	1,87,991	6,86,401	2,54,696	1,21,763	12,239	54,974	60
		2nd half	1,92,219	6,64,217	2,34,095	1,14,779	25,369	68,415	—15
		Total	3,80,210	13,50,618	4,88,791	2,36,542	37,608	1,23,389	45
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.						
XIII	Oudh and Rohilkhand State	1st half	54,585	1,88,523	62,112	40,948	5,925	24,232	870
		2nd half	56,138	1,82,917	57,179	39,872	5,229	19,672	870
		Total	1,10,723	3,71,440	1,19,291	80,820	11,154	43,904	1,740
XIV	Eastern Bengal State (*a*)	1st half	93,435	4,25,103	62,952	61,549	5,788	32,380	2,675
		2nd half	89,865	4,99,427	73,830	69,189	5,191	37,080	5,266
		Total	1,83,300	9,24,530	1,36,782	1,30,729	10,979	69,460	7,941
...	Bengal Central	1st half 2nd half Total	Included with the Eastern Bengal State railway.						
XV	Calcutta Port Commissioners'	1st half	10,094	35,528	4,326	468	253	4,925	...
		2nd half	11,321	34,716	5,202	568	305	5,500	...
		Total	21,415	70,244	9,528	1,036	558	10,425	...
XVI	East Coast State	1st half	31,700	65,898	15,444	9,837	4,861	8,747	...
		2nd half	33,062	73,987	17,902	15,383	1,222	10,171	790
		Total	64,762	1,39,885	33,346	25,220	6,083	18,918	790
XVIII	Great Indian Peninsula	1st half	1,40,728	6,60,430	4,13,609	1,51,116	5,966	61,489	5,930
		2nd half	1,41,200	6,06,961	3,45,595	1,45,416	26,478	65,465	5,100
		Total	2,81,928	12,67,391	7,59,204	2,96,532	32,444	1,26,954	11,030
XIX	Bombay, Baroda and Central India.	1st half	56,390	2,66,652	50,735	57,864	5,843	47,886	3,451
		2nd half	59,276	2,43,662	43,836	75,059	5,431	35,095	4,613
		Total	1,15,666	5,10,314	94,571	1,32,923	11,274	82,981	8,064
XX	Madras	1st half	77,278	1,93,858	51,350	63,865	5,817	38,368	1,090
		2nd half	72,520	1,92,070	52,409	46,427	5,757	34,780	1,209
		Total	1,49,798	3,85,928	1,03,759	1,10,292	11,574	73,148	2,299
XXII	The Nizam's Guaranteed state	1st half	21,460	54,131	20,343	12,798	18	8,340	...
		2nd half	23,638	55,111	20,463	13,345	1,091	8,628	...
		Total	45,098	1,09,242	40,806	26,143	1,109	16,968	...
XXIII	Nágdá-Ujjain (*b*)	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXIV	The Gaekwar's Petlád	1st half 2nd half Total							
	TOTAL STANDARD GAUGE carried over.	1st half	9,77,782	36,00,062	13,63,295	7,44,565	71,273	3,80,257	19,124
		2nd half	9,90,539	36,08,578	12,69,674	7,52,170	92,436	3,95,520	22,083
		Total	19,68,321	72,08,640	26,32,969	14,96,735	1,63,709	7,75,777	41,207

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAFFIC EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	R	R	R	R	R			
12,472	20,787	3,351	16,77,011	438	16,76,573	1st half	I	
12,889	22,192	3,558	17,20,825	1,379	17,19,446	2nd half		
25,361	42,979	6,909	33,97,836	1,817	33,96,019	Total.		
899	22,564	2,682	2,79,305	...	2,79,305	1st half	III	
938	23,233	1,590	2,61,941	...	2,61,941	2nd half		
1,837	45,797	4,272	5,41,246	...	5,41,246	Total.		
1,004	20,791	380	2,36,894	...	2,36,894	1st half	IV	
941	24,676	449	2,57,132	...	2,57,132	2nd half		
1,945	45,467	829	4,94,026	...	4,94,026	Total.		
					50,781	1st half	VI	
					39,743	2nd half		
					90,524	Total.		
					6,293	1st half	IX	
					5,231	2nd half		
					11,524	Total.		
					2,012	1st half	X	
					2,824	2nd half		
					4,836	Total.		
1,549	19,948	12,041	13,51,662	57,180	12,94,482	1st half	XI	
1,271	20,920	16,120	13,37,390	37,553	12,99,837	2nd half		
2,820	40,868	28,161	26,89,052	94,733	25,94,319	Total.		
					8,705	1st half	XII	
					8,049	2nd half		
					16,754	Total.		
20	20,158	727	3,98,100	...	3,98,100	1st half	XIII	
222	3,303	1,124	3,66,526	...	3,66,526	2nd half		
242	23,461	1,851	7,64,626	...	7,64,626	Total.		
4,752	...	6,573	6,95,198	51,341	6,43,857	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the column "Net total," the Bengal Central railway has been excluded.
4,753	...	7,821	7,92,422	65,021	7,27,401	2nd half		
9,505	...	14,394	14,87,620	1,16,362	13,71,258	Total.		
					51,341	1st half	...	
					65,021	2nd half		
					1,16,362	Total.		
...	...	...	55,594	...	55,594	1st half	XV	
...	...	...	57,612	...	57,612	2nd half		
...	...	...	1,13,206	...	1,13,206	Total.		
178	4,504	72	1,41,241	...	1,41,241	1st half	XVI	
106	3,954	119	1,56,696	...	1,56,696	2nd half		
284	8,458	191	2,97,937	...	2,97,937	Total.		
3,847	18,238	35,001	14,96,354	187	14,96,167	1st half	XVIII	
5,873	17,830	55,522	14,15,440	...	14,15,440	2nd half		
9,720	36,068	90,523	29,11,794	187	29,11,607	Total.		
1,080	17,365	9,791	5,17,057	2,473	5,14,584	1st half	XIX	
1,147	13,749	8,739	4,90,607	5,928	4,84,679	2nd half		
2,227	31,114	18,530	10,07,664	8,401	9,99,263	Total.		
3,074	12,391	6,215	4,53,306	7,933	4,45,373	1st half	XX	
1,739	10,819	8,160	4,25,890	9,436	4,16,454	2nd half		
4,813	23,210	14,375	8,79,196	17,369	8,61,827	Total.		
700	9,829	640	1,28,259	6,293	1,21,966	1st half	XXXII	
758	8,801	52	1,31,887	5,231	1,26,656	2nd half		
1,458	18,630	692	2,60,146	11,524	2,48,622	Total.		
					...	1st half	XXXIII	(b) Opened for traffic on the 15th July 1896.
					3,065	2nd half		
					3,065	Total.		
					2,473	1st half	XXXIV	
					2,863	2nd half		
					5,336	Total.		
29,575	1,66,575	77,473	74,29,981	1,25,845	74,25,741	1st half		
30,637	1,49,477	1,03,254	74,14,368	1,24,548	74,16,616	2nd half		
60,212	3,16,052	1,80,727	1,48,44,349	2,50,393	1,48,42,357	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1896. [From Abstract D of

Classification Number.	Railway.	1896.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE—*concld.*		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	9,77,782	36,00,062	13,63,295	7,44,565	71,273	3,80,257	19,124
		2nd half	9,90,539	36,08,578	12,69,674	7,52,170	92,436	3,95,520	22,083
		Total	19,68,321	72,08,640	26,32,969	14,96,735	1,63,709	7,75,777	41,207
XXXV	Kolar Gold-fields	1st half	Included with the Madras railway.						
		2nd half							
		Total							
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.						
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	9,77,782	36,00,062	13,63,295	7,44,565	71,273	3,80,257	19,124
		2nd half	9,90,539	36,08,578	12,69,674	7,52,170	92,436	3,95,520	22,083
		Total	19,68,321	72,08,640	26,32,969	14,96,735	1,63,709	7,75,777	41,207
	METRE GAUGE.								
XXXVIII	Bengal and North-Western—								
	Tirhoot section / Company's section	1st half	37,951	84,763	29,205	24,899	1,680	22,232	7,738
		2nd half	41,177	84,561	28,308	21,319	2,288	19,522	9,457
		Total	79,128	1,69,324	57,513	46,218	3,968	41,754	17,195
XL	Rajputana-Malwa	1st half	1,36,451	3,86,651	1,17,364	1,15,751	12,450	50,969	76
		2nd half	1,30,814	3,59,762	1,06,234	61,748	12,130	39,653	66
		Total	2,67,265	7,46,413	2,23,598	1,77,499	24,580	90,622	142
XLI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
XLII	Southern Mahratta	1st half	73,455	1,80,568	56,955	63,441	14,723	37,067	...
		2nd half	75,225	1,74,170	64,260	53,983	10,199	34,721	...
		Total	1,48,680	3,54,738	1,21,215	1,17,424	24,922	71,788	...
XLIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
XLIV	Mysore section (Southern Mahratta).	1st half							
		2nd half							
		Total							
XLV	South Indian	1st half	54,961	1,68,933	36,458	54,168	3,294	46,115	...
		2nd half	54,966	1,75,709	42,879	63,792	9,921	65,186	12
		Total	1,09,927	3,44,642	79,337	1,17,960	13,215	1,11,301	12
XLVI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.						
		2nd half							
		Total							
XLVII	Assam-Bengal	1st half	14,599	19,755	7,065	3,222	—71	7,853	...
		2nd half	15,877	22,526	6,324	2,457	2,079	8,214	...
		Total	30,476	42,281	13,389	5,679	2,008	16,067	...
XLVIII	Burma (*a*)	1st half	55,618	2,06,766	54,534	49,572	5,303	20,014	...
		2nd half	62,103	2,06,951	59,540	42,992	9,082	35,585	...
		Total	1,17,721	4,13,717	1,14,074	92,564	14,385	55,599	...
LI	Deoghur	1st half	Details not furnished.						
		2nd half							
		Total							
LII	Rohilkund and Kumaon (Company's section) (*b*)	1st half	12,427	22,102	7,304	5,590	675	3,395	...
		2nd half	11,308	21,160	6,446	5,100	850	5,366	...
		Total	23,735	43,262	13,750	10,690	1,525	8,761	...
LIII	Bengal Dooars	1st half	2,941	8,431	787	875	26	653	...
		2nd half	3,008	9,140	735	680	63	959	...
		Total	5,949	17,571	1,522	1,555	89	1,612	...
	TOTAL METRE GAUGE carried over	1st half	3,88,403	10,77,969	3,09,672	3,17,518	38,080	1,88,298	7,814
		2nd half	3,94,478	10,53,979	3,14,726	2,52,071	46,612	2,09,206	9,535
		Total (*c*)	7,82,881	21,31,948	6,24,398	5,69,589	84,692	3,97,504	17,349

A—continued.

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1896.	Classification Number.	REMARKS.
R	R	R	R	R	R			
29,575	1,66,575	77,473	74,29,981	1,25,845	74,25,741	1st half		
30,637	1,49,477	1,03,254	74,14,368	1,14,548	74,16,616	2nd half		
60,212	3,16,052	1,80,727	1,48,44,349	2,50,393	1,48,42,357	Total.		
					5,726	1st half	XXXV	
					6,558	2nd half		
					12,284	Total.		
					48,475	1st half	XXXVI	
					29,504	2nd half		
					77,979	Total.		
29,575	1,66,575	77,473	74,29,981	1,25,845	74,79,942	1st half		
30,637	1,49,477	1,03,254	74,14,368	1,24,548	74,52,678	2nd half		
60,212	3,16,052	1,80,727	1,48,44,349	2,50,393	1,49,32,620	Total.		
1,721	247	6,428	2,16,864	...	2,16,864	1st half	XXXVIII	
3,107	—102	16,127	2,25,764	...	2,25,764	2nd half		
4,828	145	22,555	4,42,628	...	4,42,628	Total.		
3,501	28,314	1,420	8,52,947	69,984	7,82,963	1st half	XL	
2,849	37,420	2,249	7,52,925	59,422	6,93,503	2nd half		
6,350	65,734	3,669	16,05,872	1,29,406	14,76,466	Total.		
					2,126	1st half	XLI	
					1,626	2nd half		
					3,752	Total.		
4,590	29,590	2,054	4,62,443	1,13,746	3,48,697	1st half	XLII	
3,796	27,064	229	4,43,647	1,28,719	3,14,928	2nd half		
8,386	56,654	2,283	9,06,090	2,42,465	6,63,625	Total.		
					20,681	1st half	XLIII	
					27,053	2nd half		
					47,734	Total.		
					75,042	1st half	XLIV	
					81,641	2nd half		
					1,56,683	Total.		
3,355	7,934	3,164	3,78,382	12,369	3,66,013	1st half	XLV	
3,708	8,565	380	4,25,118	14,179	4,10,939	2nd half		
7,063	16,499	3,544	8,03,500	26,548	7,76,952	Total.		
					9,744	1st half	XLVI	
					11,882	2nd half		
					21,626	Total.		
81	...	19	52,523	...	52,523	1st half	XLVII	(a) The working of this line has been transferred to a company from the 1st September 1896.
27	...	28	57,532	...	57,532	2nd half		
108	...	47	1,10,055	...	1,10,055	Total.		
3,633	...	4,402	3,99,842	...	3,99,842	1st half	XLVIII	
1,674	...	2,325	4,20,252	...	4,20,252	2nd half		
5,307	...	6,727	8,20,094	...	8,20,094	Total.		
			4,852	...	4,852	1st half	LI	
						2nd half		
			4,852	...	4,852	Total.		
636	6,014	11	58,154	...	58,154	1st half	LII	(b) Including the Lucknow-Bareilly section.
471	7,217	24	57,942	...	57,942	2nd half		
1,107	13,231	35	1,16,096	...	1,16,096	Total.		
88	...	372	14,173	...	14,173	1st half	LIII	
212	...	125	14,922	...	14,922	2nd half		
300	...	497	29,095		29,095	Total.		
17,605	72,099	17,870	24,35,328	1,96,099	23,46,822	1st half		
15,844	80,164	21,487	23,98,102	2,02,320	23,17,984	2nd half		
33,449	1,52,263	39,357	48,38,282	3,98,419	46,69,658	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1896. [From Abstract D of

Classification Number.	Railway.	1896.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			₹	₹	₹	₹	₹	₹	₹
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE	1st half	3,88,403	10,77,969	3,09,672	3,17,518	38,080	1,88,298	7,814
		2nd half	3,94,478	10,53,979	3,14,726	2,52,071	46,612	2,09,206	9,535
		Total (*a*)	7,82,881	21,31,948	6,24,398	5,69,589	84,692	3,97,504	17,349
LIV	Dibru-Sadiya	1st half	4,228	8,873	2,274	912	....	1,225	2,064
		2nd half	4,721	9,578	2,246	615	1	1,387	2,516
		Total	8,949	18,451	4,520	1,527	1	2,612	4,580
LX	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXI	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXII	Yesvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LXIII	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section	1st half	7,950	14,650	1,905	3,379	....	3,106	....
		2nd half	7,292	13,648	1,902	4,001	12	3,629	....
		Total	15,242	28,298	3,807	7,380	12	6,735	....
	Bickaneer section	1st half	789	2,086	187	376	....	301	....
		2nd half	852	2,500	219	362	2	329	....
		Total	1,641	4,586	406	738	2	630	....
LXVII	Oodeypore-Chitor	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	22,161	54,431	7,836	10,502	492	8,598	....
		2nd half	21,577	40,701	6,697	7,616	2,017	9,344	....
		Total	43,738	95,132	14,533	18,118	2,509	17,942	....
LXIX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.						
		2nd half							
		Total							
	TOTAL METRE GAUGE	1st half	4,23,531	11,58,009	3,21,874	3,32,687	38,572	2,01,528	9,878
		2nd half	4,28,920	11,20,406	3,25,790	2,64,665	48,644	2,23,895	12,051
		Total (*a*)	8,52,451	22,78,415	6,47,664	5,97,352	87,216	4,25,423	21,929
	SPECIAL GAUGES								
	Cherra-Gompanyganj (2′ 6″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXV	Jorhát (2′ 0″)	1st half							
		2nd half							
		Total							
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	3,341	13,046	3,785	3,378	350	879	....
		2nd half	3,349	12,463	4,204	3,097	49	1,058	....
		Total	6,690	25,509	7,989	6,475	399	1,937	....
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	608	6,192	572	571	48	1,342	....
		2nd half	608	4,277	545	434	85	826	....
		Total	1,216	10,469	1,117	1,005	133	2,168	....
LXXX	Cooch Behar (2′ 6″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXI	Morvi (2′ 6″)	1st half	3,797	7,667	1,473	3,811	347	1,610	2,741
		2nd half	3,140	7,375	1,507	2,011	272	2,362	3,361
		Total	6,937	15,042	2,980	5,822	619	3,972	6,102
	TOTAL SPECIAL GAUGES	1st half	7,746	26,905	5,830	7,769	745	3,831	2,741
		2nd half	7,097	24,115	6,256	5,542	406	4,246	3,361
		Total	14,843	51,020	12,086	13,302	1,151	8,077	6,102
	TOTAL OF ALL GAUGES FOR THE YEAR.		28,35,615	95,38,075	32,92,719	21,07,389	2,52,076	12,09,277	69,238

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1896.	Classification Number.	REMARKS.
£	£	£	£	£	£			
17,605	72,099	13,870	24,35,328	1,96,099	23,46,822	1st half		
15,844	80,164	21,487	23,98,102	2,02,320	23,17,984	2nd half		
33,449	1,52,263	39,357	48,38,282	3,98,419	46,69,658	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
8	...	15	19,599	...	19,599	1st half	LIV	
46	...	6	21,116	...	21,116	2nd half		
54	...	21	40,715	...	40,715	Total.		
					13,004	1st half	LX	
					12,623	2nd half		
					25,627	Total.		
					6,178	1st half	LXI	
					5,807	2nd half		
					11,985	Total.		
					10,021	1st half	LXII	
					12,152	2nd half		
					22,173	Total.		
					1,824	1st half	LXIII	
					2,066	2nd half		
					3,890	Total.		
25	945	1	31,961	...	31,961	1st half	LXVI	
33	...	1	30,518	...	30,518	2nd half		
58	945	2	62,479	...	62,479	Total.		
2	...	...	3,741	...	3,741	1st half		
4	...	...	4,268	...	4,268	2nd half		
6	...	...	8,009	...	8,009	Total.		
					4,752	1st half	LXVII	
					5,430	2nd half		
					10,182	Total.		
2,350	4,016	1,397	1,11,783	9,410	1,02,373	1st half	LXVIII	
2,322	3,247	213	93,734	8,534	85,200	2nd half		
4,672	7,263	1,610	2,05,517	17,944	1,87,573	Total.		
					9,410	1st half	LXIX	
					8,534	2nd half		
					17,944	Total.		
19,990	77,060	19,283	26,02,412	2,05,509	25,49,685	1st half		
18,249	83,411	21,707	25,47,738	2,10,854	25,05,698	*2nd half*		
38,239	1,60,471	40,990	51,55,002	4,16,363	50,60,235	Total (*a*)		
			2,614	...	2,614	1st half		
			2,580	...	2,580	2nd half		
			5,194	...	5,194	Total.		
			6,625	...	6,625	1st half	LXXV	
			11,843	...	11,843	2nd half		
			18,468	...	18,468	Total.		
113	4,424	...	29,316	...	29,316	1st half	LXXVI	
29	3,820	...	28,069	...	28,069	2nd half		
142	8,244	...	57,385	...	57,385	Total.		
...	2,601	...	11,934	...	11,934	1st half	LXXVIII	
...	1,492	...	8,267	...	8,267	2nd half		
...	4,093	...	20,201	...	20,201	Total.		
			5,225	...	5,225	1st half	LXXX	
...	...	...	4,653	...	4,653	2nd half		
			9,878	...	9,878	Total.		
124	...	117	21,687	...	21,687	1st half	LXXXI	
68	...	1,087	21,183	...	21,183	2nd half		
192	...	1,204	42,870	...	42,870	Total.		
237	7,025	117	77,401	...	77,401	1st half		
97	5,312	1,087	76,595	...	76,595	2nd half		
334	12,337	1,204	1,53,996	...	1,53,996	Total.		
98,785	4,88,860	2,22,921	2,01,53,347	6,66,756	2,01,46,851			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract E of

Classification Number.	Railway.	1896.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian	1st half	1,44,692	54,607	2,10,911	78,319	57,490	61,652	94,003
		2nd half	1,43,302	58,714	2,04,814	84,975	56,626	57,766	97,776
		Total	2,87,994	1,13,321	4,14,825	1,63,294	1,14,116	1,19,418	1,91,779
III	Bengal-Nágpur	1st half	71,793	28,129	63,907	16,516	13,376	17,875	15,482
		2nd half	80,183	33,101	46,113	15,346	13,070	17,095	15,626
		Total	1,51,976	61,230	1,10,020	31,862	26,446	34,970	31,108
IV	Indian Midland	1st half	73,181	26,487	60,215	16,717	8,400	13,342	22,109
		2nd half	61,274	24,013	60,656	17,513	8,513	12,959	19,103
		Total	1,34,455	50,500	1,20,871	34,230	16,913	26,301	41,212
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
VII	Wardha Coal	1st half 2nd half Total	Included with the Great Indian Peninsula railway						
VIII	Dhond-Manmád	1st half 2nd half Total							
IX	Bezwada extension (East Coast State.)	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway						
X	Madras-Ennúr section (Bezwada-Madras.)	1st half 2nd half Total	Included with the Madras railway.						
XI	North Western State	1st half	24,564	60,860	1,58,990	33,509	33,471	42,300	53,587
		2nd half	...	58,407	1,54,420	44,497	33,990	37,136	54,949
		Total	24,564	1,19,267	3,13,410	78,006	67,461	79,436	1,08,536
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway					...	...
XIII	Oudh and Rohilkhand State.	1st half	21,712	25,334	62,628	15,211	11,049	13,113	13,772
		2nd half	...	28,363	61,424	15,033	10,866	8,005	14,006
		Total	21,712	53,697	1,24,052	30,244	21,906	21,118	27,778
XIV	Eastern Bengal State (*d*)	1st half	16,932	37,238	80,235	8,365	20,867	18,828	17,817
		2nd half	...	41,246	83,869	7,937	20,625	21,389	19,090
		Total	16,932	78,484	1,64,104	16,302	41,492	40,217	36,907
...	Bengal Central	1st half	21,032	5,131	3,300	384	483	1,204	...
		2nd half	21,251	5,125	3,850	384	564	1,051	...
		Total	42,283	10,256	7,150	768	1,047	2,255	...
XV	Calcutta Port Commissioners'	1st half	...	3,905	1,000	...	...	1,200	...
		2nd half	...	3,853	1,000	...	...	1,200	...
		Total	...	7,758	2,000	...	...	2,400	...
XVI	East Coast State	1st half	...	8,968	17,814	4,788	2,364	10,643	6,677
		2nd half	...	13,733	32,896	9,594	4,380	11,682	7,695
		Total	...	22,701	50,710	14,382	6,744	22,325	14,372
XVIII	Great Indian Peninsula	1st half	45,373	53,170	1,68,400	56,488	33,096	32,992	70,447
		2nd half	46,261	49,150	1,67,766	53,729	33,362	27,112	71,672
		Total	91,634	1,02,320	3,36,166	1,10,217	66,458	60,104	1,42,119
XIX	Bombay, Baroda and Central India	1st half	19,341	21,223	82,260	32,234	14,346	34,927	25,381
		2nd half	18,628	19,918	78,897	29,618	14,505	26,834	25,475
		Total	37,969	41,141	1,61,157	61,852	28,851	61,761	50,856
XX	Madras	1st half	35,489	28,862	73,629	11,173	15,314	11,820	18,729
		2nd half	36,737	31,894	74,212	11,156	15,150	8,400	19,779
		Total	72,226	60,756	1,47,841	22,329	30,464	20,220	38,508
XXVIII	Amráoti	1st half 2nd half Total	Included with the Great Indian Peninsula railway						
XXIX	Bina-Goona	1st half 2nd half Total	Included with the Indian Midland railway						
XXX	Bhopal-Ujjain	1st half 2nd half Total							
XXXII	The Nizam's Guaranteed state.	1st half	37,338	11,625	38,014	7,184	7,746	13,384	16,320
		2nd half	39,320	15,034	38,393	7,231	7,863	12,108	15,748
		Total	76,658	26,659	76,407	14,415	15,609	25,492	32,068
XXXIII	Nágdá-Ujjain (*g*)	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway						
XXXIV	The Gaekwar's Petlád	1st half 2nd half Total							
	TOTAL STANDARD GAUGE carried over.	1st half	5,11,447	3,65,539	10,20,403	2,80,888	2,17,993	2,73,280	3,54,324
		2nd half	4,46,956	3,82,551	10,08,310	2,97,013	2,19,514	2,42,737	3,60,919
		Total	9,58,403	7,48,090	20,28,713	5,77,901	4,37,507	5,16,017	7,15,243

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1896.	Classification Number.	REMARKS.
R	R	R	R	R	R			
4,536	2,31,259	1,754	9,38,323	149	9,38,174	1st half	I	
6,591	2,21,729	2,090	9,34,383	55	9,34,328	2nd half		
11,127	4,52,988	3,844	18,72,706	204	18,72,502	Total.		
421	69,428	2,260	2,99,187	...	2,99,187	1st half	III	
1,226	65,048	2,126	2,88,934	...	2,88,934	2nd half		
1,647	1,34,476	4,386	5,88,121	...	5,88,121	Total.		
308	43,051	6	2,63,816	...	2,63,816	1st half	IV	
358	45,103	9	2,49,501	...	2,49,501	2nd half		
666	88,154	15	5,13,317	...	5,13,317	Total.		
					34,489	1st half	VI	
					34,647	2nd half		
					69,136	Total.		
			(a) 743	...	(a) 743	1st half	VII	(a) Expenditure incurred direct by the State.
			(a) 743	...	(a) 743	2nd half		
			1,486	...	1,486	Total.		
			(a) 6,482	...	(a) 6,482	1st half	VIII	
			(a) 6,482	...	(a) 6,482	2nd half		
			12,964	...	12,964	Total.		
					7,492	1st half	IX	
					6,101	2nd half		
					13,593	Total.		
	(a)228	...	(a)228	...	(b)1,545	1st half	X	(b) Including R228 being the expenditure incurred direct by the State.
	(a)252	...	(a)252	...	(c)2,221	2nd half		(c) Including R252 being the expenditure incurred direct by the State.
	480	...	480	...	3,766	Total.		
1,190	2,29,843	878	6,39,192	32,389	6,06,803	1st half	XI	(d) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the column "Net total" the Bengal Central railway has been excluded.
1,925	2,07,754	873	5,93,951	20,282	5,73,669	2nd half		
3,115	4,37,597	1,751	12,33,143	52,671	11,80,472	Total.		
					5,076	1st half	XII	
...	...	...	...	...	4,348	2nd half		
					9,424	Total.		
1,035	62,745	465	2,27,055	...	2,27,055	1st half	XIII	
1,299	55,945	6,687	2,01,628	...	2,01,628	2nd half		
2,334	1,18,690	7,152	4,28,683	...	4,28,683	Total.		
1,107	1,08,123	241	3,09,753	22,783	2,86,970	1st half	XIV	(e) Including R22,783 charged by the Eastern Bengal State railway for working the Bengal Central railway. The details are included with the figures of the former line.
2,520	1,01,657	117	2,98,450	24,489	2,73,961	2nd half		
3,627	2,09,780	358	6,08,203	47,272	5,60,931	Total.		
...	...	...	31,534	...	(e)54,317	1st half	...	(f) Including R24,489 charged by the Eastern Bengal State railway for working the Bengal Central railway. The details are included with the figures of the former line.
...	...	...	32,225	...	(f)56,714	2nd half		
...	...	...	63,759	...	1,11,031	Total.		
...	1,452	...	7,557	315	7,242	1st half	XV	
...	1,792	...	7,845	...	7,845	2nd half		
...	3,244	...	15,402	315	15,087	Total.		
599	39,419	127	91,399	...	91,399	1st half	XVI	
109	37,817	27	1,17,933	...	1,17,933	2nd half		
708	77,236	154	2,09,332	...	2,09,332	Total.		
1,131	1,70,431	41,059	6,72,587	...	6,72,587	1st half	XVIII	
2,785	1,60,841	29,012	6,41,690	...	6,41,690	2nd half		
3,916	3,31,272	70,071	13,14,277	...	13,14,277	Total.		
974	37,469	16,108	2,84,263	1,360	2,82,903	1st half	XIX	
1,429	57,036	13,924	2,86,264	3,462	2,82,802	2nd half		
2,403	94,505	30,032	5,70,527	4,822	5,65,705	Total.		
2,459	71,618	27,608	2,96,701	7,932	2,88,769	1st half	XX	
2,947	70,777	25,784	2,96,836	10,015	2,86,821	2nd half		
5,406	1,42,395	53,392	5,93,537	17,947	5,75,590	Total.		
			(a)442	...	(a) 442	1st half	XXVIII	
			(a)442	...	(a) 442	2nd half		
			884	...	884	Total		
			(a)2,154	...	(a)2,154	1st half	XXIX	
			(a)2,153	...	(a)2,153	2nd half		
			4,307	...	4,307	Total.		
			(a)976	...	(a)976	1st half	XXX	
			(a)3,363	...	(a) 3,363	2nd half		
			4,339	...	4,339	Total.		
353	20,676	34	1,52,674	7,492	1,45,182	1st half	XXXII	
...	18,072	35	1,53,804	6,101	1,47,703	2nd half		
353	38,748	69	3,06,478	13,593	2,92,885	Total.		
					...	1st half	XXXIII	(g) Opened for traffic on the 15th July 1896.
					1,792	2nd half		
					1,792	Total.		
					1,360	1st half	XXXIV	
					1,671	2nd half		
					3,031	Total.		
14,113	10,85,742	90,540	42,25,066	72,420	42,25,163	1st half		
21,189	10,43,823	80,684	41,16,879	64,404	41,27,492	2nd half		
35,302	21,29,565	1,71,224	83,41,945	1,36,824	83,52,655	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract B of

Classification Number.	Railway.	1896.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE—*concld.*		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	5,11,447	3,65,539	10,20,403	2,80,888	2,17,993	2,73,280	3,54,324
		2nd half	4,46,956	3,82,551	10,08,310	2,97,013	2,19,514	2,42,737	3,60,919
		Total	9,58,403	7,48,090	20,28,713	5,77,901	4,37,507	5,16,017	7,15,243
XXXV	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway						
XXXVI	Rájpura-Bhatinda	1st half 2nd half Total	Included with the North Western State railway						
	TOTAL STANDARD GAUGE	1st half	5,11,447	3,65,539	10,20,403	2,80,888	2,17,993	2,73,280	3,54,324
		2nd half	4,46,956	3,82 551	10,08,310	2,97,013	2,19,514	2,42,737	3,60,919
		Total	9,58,403	7,48,090	20,28,713	5,77,901	4,37,507	5,16,017	7,15,243
	METER GAUGE.								
XXXVIII	Bengal and North-Western—Tirhoot section	1st half	51,954	15,279	47,426	6,944	6,498	11,280	14,854
	Company's section	2nd half	50,056	13,307	41,270	4,307	6,245	11,856	24,437
		Total	1,02,010	28,586	88,696	11,251	12,743	23,136	39,291
XL	Rajputana-Malwa	1st half	1,08,914	27,843	1,18,814	39,701	29,720	31,368	64,966
		2nd half	1,12,175	29,285	1,23,741	42,662	30,276	27,714	65,778
		Total	2,21,089	57,128	2,42,555	82,363	59,996	59,082	1,30,744
XLI	Palanpur-Deesa	1st half 2nd half Total	Included with the Rajputana-Malwa railway						
XLII	Southern Mahratta	1st half	98,983	26,182	73,800	21,013	15,689	22,894	34,727
		2nd half	95,694	26,280	78,741	20,899	15,918	24,607	34,067
		Total	1,94,677	52,462	1,52,541	41,912	31,607	47,501	68,794
XLIII	Guntakal-Mysore frontier.	1st half 2nd half Total	Included with the Southern Mahratta railway						
XLIV	Mysore section (Southern Mahratta).	1st half 2nd half Total							
XLV	South Indian	1st half	91,554	21,759	69,838	15,060	13,449	33,622	21,364
		2nd half	91,695	22,263	69,796	14,582	13,649	29,025	20,084
		Total	1,83,249	44,022	1,39,634	29,642	27,098	62,647	41,448
XLVI	Máyavaram-Mutupet	1st half 2nd half Total	Included with the South Indian railway						
XLVII	Assam-Bengal	1st half	13,430	12,806	18,169	3,565	3,236	1,546	2,281
		2nd half	15,595	12,710	20,604	3,727	4,065	1,562	1,982
		Total	29,025	25,516	38,773	7,292	7,301	3,108	4,263
XLVIII	Burma (c)	1st half	...	27,961	58,208	19,697	12,689	13,976	12,734
		2nd half	75,195	26,114	56,370	16,185	12,952	14,471	12,663
		Total	75,195	54,075	1,14,578	35,882	25,641	28,447	25,397
LI	Deoghur	1st half 2nd half Total	Details not furnished.						
LII	Rohilkund and Kumaon (Company's section) (d).	1st half	20,317	11,158	14,903	4,154	1,574	5,057	5,847
		2nd half	19,737	11,142	15,525	4,111	1,586	5,123	10,782
		Total	40,054	22,300	30,428	8,265	3,160	10,180	16,629
LIII	Bengal Doears	1st half	8,725	2,698	1,561	180	573	731	470
		2nd half	7,844	2,115	1,904	180	363	892	606
		Total	16,569	4,813	3,468	360	936	1,623	1,076
LIV	Dibru-Sadiya	1st half	12,921	5,374	6,454	3,004	2,460	2,671	...
		2nd half	12,921	5,711	6,247	2,986	2,267	3,274	...
		Total	25,842	11,085	12,701	5,690	4,727	5,945	...
	TOTAL METER GAUGE carried over	1st half	4,06,798	1,51,060	4,09,173	1,13,318	85,888	1,23,145	1,57,243
		2nd half	4,80,912	1,48,927	4,14,198	1,09,639	87,321	1,18,524	1,70,399
		Tota	8,87,710	2,99,987	8,23,371	2,22,957	1,73,209	2,41,669	3,27,642

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Advertising.	Electric telegraph.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*	*R*	*R*			
14,113	10,85,742	90,540	42,25,066	72,420	42,25,163	1st half		
21,189	10,43,823	80,684	41,16,879	64,404	41,27,492	2nd half		
35,302	21,29,565	1,71,224	83,41,945	1,36,824	83,52,655	Total		
					3,751	1st half	XXXV	
					4,570	2nd half		
					8,328	Total.		
					27,313	1st half	XXXVI	
					15,934	2nd half		
					43,247	Total.		
14,113	10,85,742	90,540	42,25,066	72,420	42,56,227	1st half		
21,189	10,43,823	80,684	41,16,879	64,404	41,47,996	2nd half		
35,302	21,29,565	1,71,224	83,41,945	1,36,824	84,04,223	Total.		
341	43,629	44	1,98,249	...	1,98,249	1st half	XXXVIII	
499	43,193	143	1,95,313	...	1,95,313	2nd half		
840	86,822	187	3,93,562	...	3,93,562	Total.		
504	1,95,767	6,914	6,24,511	48,614	5,75,897	1st half	XL	
1,692	1,75,661	135	6,09,119	50,498	5,58,621	2nd half		
2,196	3,71,428	7,049	12,33,630	99,112	11,34,518	Total.		
					1,605	1st half	XLI	
					1,309	2nd half		
					2,914	Total.		
941	1,13,603	387	4,08,219	99,084	3,09,135	1st half	XLII	
854	1,11,643	72	4,08,774	1,14,913	2,93,861	2nd half		
1,795	2,25,246	459	8,16,993	2,13,997	6,02,996	Total.		
					15,862	1st half	XLIII	
					21,663	2nd half		
					37,525	Total.		
					69,398	1st half	XLIV	
					77,214	2nd half		
					1,46,612	Total.		
1,523	61,542	117	3,29,828	10,189	3,19,639	1st half	XLV	
4,505	61,823	332	3,27,744	11,453	3,16,291	2nd half		
6,028	1,23,365	439	6,57,572	21,642	6,35,930	Total.		
					8,509	1st half	XLVI	
					9,145	2nd half		
					17,654	Total.		
629	9,788	1	65,451	...	65,451	1st half	XLVII	
442	8,902	1	69,590	...	69,590	2nd half		
1,071	18,690	2	1,35,041	...	1,35,041	Total.		
4,080	73,446	484	2,23,275	...	2,23,275	1st half	XLVIII	(a) The working of this line has been transferred to a company from the 1st September 1896.
2,695	67,851	246	2,85,242	...	2,85,242	2nd half		
6,775	1,41,297	1,230	5,08,517	...	5,08,517	Total.		
			2,749	...	2,749	1st half	LI	
			2,749	...	2,749	2nd half		
217	13,739	6	76,972	...	76,972	1st half	LII	(b) Including the Lucknow-Bareilly section.
346	12,038	1	80,391	...	80,391	2nd half		
563	25,777	7	1,57,363	...	1,57,363	Total.		
5	2,001	...	16,944	...	16,944	1st half	LIII	
4	1,429	...	15,337	...	15,337	2nd half		
9	3,430	...	32,281	...	32,281	Total.		
43	6,629	7	39,563	...	39,563	1st half	LIV	
3	5,527	1	38,937	...	38,937	2nd half		
46	12,156	8	78,500	...	78,500	Total.		
8,283	5,20,144	7,960	19,83,012	1,57,887	19,20,499	1st half		(c) Including the Dooghur railway, for which yearly figures are shown.
11,040	4,88,067	1,421	20,30,447	1,76,864	19,62,914	2nd half		
19,323	10,08,211	9,381	40,16,208	3,34,751	38,86,162	Total.(c)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1896. [From Abstract E of

Classification Number.	Railway.	1896.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,06,798	1,51,060	4,09,173	1,13,318	85,888	1,23,145	1,57,243
		2nd half	4,80,912	1,48,927	4,14,198	1,09,639	87,321	1,18,524	1,70,399
		Total (*a*)	8,87,710	2,99,987	8,23,371	2,22,957	1,73,209	2,41,669	3,27,642
LX	The Gaekwar's Mehsána	1st half 2nd half Total	Included with the Rajputana-Malwa railway						
LXI	Kolhápur	1st half 2nd half Total	Included with the Southern Mahratta railway						
LXII	Yesvantpur-Mysore frontier.	1st half 2nd half Total							
LXIII	Mysore-Nanjangúd	1st half 2nd half Total							
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section	1st half	...	...	9,838	1,557	480	213	175
		2nd half	...	...	7,633	1,626	533	640	324
		Total	...	...	17,471	3,183	1,013	853	499
	Bickaneer section	1st half	...	...	855	153	60	176	108
		2nd half	...	...	947	185	60	331	123
		Total	...	...	1,802	338	120	507	231
LXVII	Oodeypore-Chitor	1st half 2nd half Total	Included with the Rajputana-Malwa railway				...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	969	18,273	26,813	5,314	6,707	7,033	12,356
		2nd half	1,027	20,730	29,915	5,484	6,719	5,961	12,341
		Total	1,996	39,003	56,728	10,798	13,426	12,994	24,697
LXIX	Jetalsar-Rájkot	1st half 2nd half Total	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway						(*b*) 1,340 (*b*) 1,431 2,771
	TOTAL METRE GAUGE	1st half	4,07,767	1,69,333	4,46,679	1,20,342	93,135	1,30,567	1,71,222
		2nd half	4,81,939	1,69,057	4,52,693	1,16,934	94,633	1,25,456	1,84,618
		Total (*a*)	8,89,706	3,38,990	8,99,372	2,37,276	1,87,768	2,56,023	3,55,840
	SPECIAL GAUGES.								
	Cherra-Companyganj (2′ 6″)	1st half 2nd half Total	Details not furnished						
LXXV	Jorhát (2′ 0″)	1st half 2nd half Total							
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	8,662	12,837	7,239	...	2,395	2,525	...
		2nd half	8,063	12,863	7,465	...	2,546	2,565	...
		Total	16,725	25,700	14,704	...	4,941	5,090	...
LXXVIII	The Gaekwar's Dabhoi (2′ 0″)	1st half	...	608	1,608	152	300	373	1,265
		2nd half	...	608	1,608	152	300	658	1,205
		Total	...	1,216	3,216	304	600	1,031	2,470
LXXX	Cooch Behar (2′ 6″)	1st half 2nd half	Details not furnished						
		Total							
LXXXI	Morvi (2′ 6″)	1st half	...	4,532	5,440	1,606	339	2,369	8
		2nd half	...	4,224	5,792	1,353	672	1,713	2,620
		Total	...	8,756	11,232	2,959	1,011	4,082	2,628
	TOTAL SPECIAL GAUGES	1st half	8,662	17,977	14,287	1,758	3,034	5,267	1,273
		2nd half	8,063	17,695	14,865	1,505	3,518	4,936	3,825
		Total	16,725	35,672	29,152	3,263	6,552	10,203	5,098
	TOTAL OF ALL GAUGES FOR THE YEAR.		18,64,834	11,22,752	29,57,237	8,18,440	6,31,827	7,82,243	10,76,181

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Advertising.	Electric telegraph.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	R	R	R	R	R			
8,283	5,20,144	7,960	19,83,012	1,57,887	19,20,499	1st half		
11,040	4,88,067	1,421	20,30,447	1,76,864	19,62,914	2nd half		
19,323	10,08,211	9,381	40,16,208	3,34,751	38,86,162	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
					9,565	1st half	LX	
					10,168	2nd half		
					19,733	Total.		
					4,738	1st half	LXI	
					4,650	2nd half		
					9,388	Total.		
					7,687	1st half	LXII	
					9,730	2nd half		
					17,417	Total.		
					1,399	1st half	LXIII	
					1,655	2nd half		
					3,054	Total.		
...	7,273	...	19,536	...	19,536	1st half	LXVI	
...	6,287	...	17,043	...	17,043	2nd half		
...	13,560	...	36,579	...	36,579	Total.		
...	851	...	2,203	...	2,203	1st half		
...	816	...	2,462	...	2,462	2nd half		
...	1,667	...	4,665	...	4,665	Total.		
...	...	...	...	...	3,495	1st half	LXVII	
...	...	...	...	...	4,373	2nd half		
...	...	...	...	...	7,868	Total.		
207	23,022	71	1,00,765	8,564	92,201	1st half	LXVIII	
352	18,960	1	1,01,490	8,690	92,800	2nd half		
559	41,982	72	2,02,255	17,254	1,85,001	Total.		
...	...	...	(b) 1,340	...	(c) 9,904	1st half	LXIX	(b) Expenditure incurred direct by the Jetalsar-Bájket railway.
...	...	...	(b) 1,431	...	(d) 10,121	2nd half		(c) Including R8,564 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	2,771	...	20,025	Total.		(d) Including R8,690 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line.
8,490	5,51,290	8,031	21,06,856	1,66,451	20,71,227	1st half		
11,392	3,14,130	1,422	21,52,873	1,85,554	21,15,916	2nd half		
19,882	10,65,420	9,453	42,62,478	3,52,005	41,89,892	Total (a)		
			1,494	...	1,494	1st half		
			1,766	...	1,766	2nd half		
			3,260	...	3,260	Total.		
			4,255	...	4,255	1st half	LXXV	
			4,387	...	4,387	2nd half		
			8,642	...	8,642	Total.		
248	4,613	...	38,519	484	38,035	1st half	LXXVI	
194	4,143	...	37,839	909	36,930	2nd half		
442	8,756	...	76,358	1,393	74,965	Total.		
...	807	...	5,113	...	5,113	1st half	LXXVIII	
...	924	...	5,455	...	5,455	2nd half		
...	1,731	...	10,568	...	10,568	Total.		
			1,853	...	1,853	1st half	LXXX	
			1,109	...	1,109	2nd half		
			2,962	...	2,962	Total.		
...	3,395	...	17,689	...	17,689	1st half	LXXXI	
26	3,400	...	19,800	...	19,800	2nd half		
26	6,795	...	37,489	...	37,489	Total.		
248	8,815	...	68,923	484	68,439	1st half		
220	8,467	...	70,356	909	69,447	2nd half		
468	17,282	...	1,39,279	1,393	1,37,886	Total.		
55,652	32,12,267	1,80,677	1,27,43,702	4,90,222	1,27,32,001			

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1896. [From Abstract G of

Classification Number.	Railway.	1896.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE.		₹	₹	₹	₹
I	East Indian	1st half	2,380	13,850	34,789	2,22,120
		2nd half	1,680	7,401	35,357	1,52,234
		Total	4,060	21,251	70,146	3,74,354
III	Bengal-Nágpur	1st half	117	50	234	27,594
		2nd half	281	—24	244	71,587
		Total	398	26	478	99,181
IV	Indian Midland	1st half	235	1,297	642	1,00,850
		2nd half	458	1,410	642	1,25,193
		Total	693	2,707	1,284	2,26,043
VI	Godhra-Ratlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway			
IX	Bezwada extension (East Coast state)	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway			
X	Madras-Ennúr section (Bezwada-Madras)	1st half 2nd half Total	Included with the Madras railway			(a)1,234 (a)1,833 3,067
XI	North Western	1st half	204	9,744	7,977	42,245
		2nd half	262	29,560	3,845	37,864
		Total	466	39,304	11,822	80,109
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway			...
XIII	Oudh and Rohilkhand	1st half	27	3,589	1,161	18,441
		2nd half	28	4,680	1,173	21,106
		Total	55	8,269	2,334	39,547
XIV	Eastern Bengal (d)	1st half				26,300
		2nd half	(d) 377 / 607	48,290 35,859	19,925 12,927	3,02,792
		Total	984	84,149	32,852	3,29,092
	Bengal Central	1st half	1	...	...	...
		2nd half	84	...	...	...
		Total	85	...	...	...
XV	Calcutta Port Commissioners'	1st half	...	...	2,261	1,787
		2nd half	77	20	2,261	1,046
		Total	77	20	4,522	2,833
XVI	East Coast	1st half	50	461	2,207	8,541
		2nd half	517	171	2,410	...
		Total	567	632	4,617	8,541
XVIII	Great Indian Peninsula	1st half	6,654	4,747	24,899	1,92,621
		2nd half	4,028	7,466	25,870	97,650
		Total	10,682	12,213	50,769	2,90,271
XIX	Bombay, Baroda and Central India	1st half	1,158	9,136	14,391	27,633
		2nd half	936	9,767	14,597	17,122
		Total	2,094	18,903	28,988	44,755
XX	Madras	1st half	604	860	5,279	2,834
		2nd half	—65	1,544	15,726	463
		Total	539	2,404	21,005	3,297
XXII	Tarkeesur	1st half 2nd half Total	Included with the East Indian railway			...
XXIX	Bina-Goona	1st half 2nd half Total	Included with the Indian Midland railway			...
XXXII	The Nizam's Guaranteed state	1st half	608	172	...	1,250
		2nd half	478	865	...	1,789
		Total	1,086	1,037	...	3,039
XXXIII	Nágdá-Ujjain(A)	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.			
XXXIV	The Gaekwar's Petlád	1st half 2nd half Total				
XXXV	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway.			(a)3,510 (a)4,255 7,765
	TOTAL STANDARD GAUGE carried over.	1st half	12,415	92,196	1,13,765	6,76,960
		2nd half	9,371	98,719	1,15,052	8,34,934
		Total	21,786	1,90,915	2,28,817	15,11,894

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
83,230	3,56,369	...	3,56,369	1st half	I	
75,196	2,71,868	...	2,71,868	2nd half		
1,58,426	6,28,237	...	6,28,237	Total.		
22,886	50,881	...	50,881	1st half	III	
33,004	1,05,092	...	1,05,092	2nd half		
55,890	1,55,973	...	1,55,973	Total.		
54,756	1,57,780	...	1,57,780	1st half	IV	
18,860	1,46,563	...	1,46,563	2nd half		
73,616	3,04,343		3,04,343	Total.		
			3,583	1st half	VI	
			3,533	2nd half		
			7,116	Total.		
			5,020	1st half	IX	
			3,825	2nd half		
			8,845	Total.		
...	(a) 1,234	...	(b) 1,413	1st half	X	(a) Represents the amount paid to the Madras railway for use of rolling stock.
...	(a) 1,833	...	(c) 2,141	2nd half		(b) Including R1 79 charged by the Madras railway for working this line. The details are included with the figures of the former line.
...	3,067	...	3,554	Total.		(c) Including R308 charged by the Madras railway for working this line. The details are included with the figures of the former line.
1,20,043	1,80,213	9,380	1,70,833	1st half	XI	
1,21,960	1,93,491	5,881	1,87,610	2nd hal		
2,42,003	3,73,704	15,261	3,58,443	Total.		
...	...	...	1,469	1st half	XII	
			1,260	2nd half		
			2,729	Total.		
28,878	52,096	...	52,096	1st half	XIII	
26,466	53,453	...	53,453	2nd half		
55,344	1,05,549	...	1,05,549	Total.		
39,542	1,34,434	9,979	(d) 1,24,455	1st half	XIV	(d) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway, except as regards "Law charges" and "Net total," in which cases the Bengal Central railway has been excluded.
49,560	4,01,745	32,964	3,68,781	2nd half		
89,102	5,36,179	42,943	4 93,236	Total.		(e) Including R9,979 charged by the Eastern Bengal State railway for working this railway. The details are included with the figures of the former line.
...	...	...	(e) 9,980	1st half		(f) Including R32,964 charged by the Eastern Bengal State railway for working this railway. The details are included with the figures of the former line.
...	84	...	(f) 33,048	2nd half		
...	85	...	43,028	Total.		
324	4,372	...	4,372	1st half	XV	
360	3,764	...	3,764	2nd hal:		
684	8,136	...	8,136	Total.		
8,048	19,307	...	19,307	1st half	XVI	
8,189	11,287	...	11,287	2nd half		
16,237	30,594	...	30,594	Total.		
46,198	2,75,119	323	2,74,796	1st half	XVIII	
40,432	1,75,446	5,834	1,69,612	2nd half		
86,630	4 50,565	6,157	4,44,408	Total.		
9,778	62,096	297	61,799	1st half	XIX	
47,001	89,423	1,824	87,599	2nd half		
56,779	1,51,519	2,121	1,49,398	Total.		
30,771	40,348	784	39,564	1st half	XX	
28,804	46,472	1,365	45,107	2nd half		
59,575	86,820	2,149	84,671	Total.		
22,716	22,716	...	22,716	1st half	XXII	
18,517	18,517	...	18,527	2nd half		
41,233	41,233	...	41,233	Total.		
(g) 2,009	(g) 2,009	...	(g) 2,009	1st half	XXIX	(g) Expenditure incurred direct by the State.
(g) 1,993	(g) 1,993	...	(g) 1,993	2nd half		(h) Opened for traffic on the 15th July 1896.
4,002	4,002	...	4,002	Total.		
9,010	11,040	5,020	6,020	1st half	XXXII	
11,678	14,810	3,825	10,985	2nd half		
20,688	25,850	8,845	17,005	Total.		
			...	1st half	XXXIII	
			543	2nd half		
			543	Total.		
			297	1st half	XXXIV	
			517	2nd half		
			814	Total.		
...	(a) 3,510	...	(i) 4,020	1st half	XXXV	(i) Including R510 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	(a) 4,255	...	(j) 4,971	2nd half		(j) Including R716 charged by the Madras railway for working this line. The details are included with the figures of the former line.
...	7,765	...	8,991	Total.		
4,78,189	13,73,525	25,783	13,68,779	1st half		
4,82,020	15,40,097	51,6 3	15,32,069	2nd half		
9,60,209	29,13,621	77,476	29,00,848	Total.		

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1896. [From Abstract G of

Classification Number.	Railway.	1896.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*		£	£	£	£
	Brought forward STANDARD GAUGE	1st half	12,415	92,196	1,13,765	6,76,960
		2nd half	9,371	98,719	1,15,052	8,34,934
		Total	21,786	1,90,915	2,28,817	15,11,894
XXXVI	Rájpura-Bhátinda	1st half / 2nd half / Total	Included with the North Western State railway			
	TOTAL STANDARD GAUGE	1st half	12,415	92,196	1,13,765	6,76,960
		2nd half	9,371	98,719	1,15,052	8,34,934
		Total	21,786	1,90,915	2,28,817	15,11,894
	METER GAUGE.					
XXXVIII	Bengal and North-Western— Tirhoot section / Company's section	1st half	12,805	10,589	1,568	1,338
		2nd half	791	1,133	1,629	1,339
		Total	13,596	11,722	3,197	2,677
XL	Rajputana-Malwa	1st half	289	4,144	539	6,034
		2nd half	147	11,608	623	4,090
		Total	436	15,752	1,162	10,124
XLI	Pálanpur-Deesa	1st half / 2nd half / Total	Included with the Rajputana-Malwa railway			
XLII	Southern Mahratta	1st half	15,331	1,917	4,095	9,000
		2nd half	4,078	974	3,332	11,154
		Total	19,409	2,891	7,427	20,154
XLIII	Guntakal-Mysore frontier	1st half / 2nd half / Total	Included with the Southern Mahratta railway			
XLIV	Mysore section (Southern Mahratta)	1st half / 2nd half / Total				
XLV	South Indian	1st half	401	651	4,060	8,038
		2nd half	356	624	14,941	20,542
		Total	757	1,275	19,001	28,580
XLVI	Máyavaram-Mutupet	1st half / 2nd half / Total	Included with the South Indian railway			(b) 6,109 / (b) 6,280 / 12,389
XLVII	Assam-Bengal	1st half	...	...	...	...
		2nd half	189	73	...	...
		Total	189	73	...	...
XLVIII	Burma (e)	1st half	349	7,305	15,475	...
		2nd half	—5	775	13,820	...
		Total	344	8,080	29,295	...
LI	Deoghur	1st half / 2nd half / Total	Details not furnished			
LII	Rohilkund and Kumaon (Company's section) (f)	1st half	106	119	—13	637
		2nd half	—883	315	113	818
		Total	—777	434	100	1,455
LIII	Bengal Dooars	1st half	148	776	112	...
		2nd half	515	2,543	97	...
		Total	663	3,319	209	...
	TOTAL METRE GAUGE carried over	1st half	29,429	25,501	25,836	31,156
		2nd half	5,188	18,045	34,555	44,223
		Total (i)	34,617	43,546	60,391	75,379

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	R	R	R			
4,78,189	13,73,525	25,783	13,68,779	1st half		
4,82,020	15,40,096	51,693	15,32,069	2nd half		
9,60,209	29,13,621	77,476	29,00,848	Total.		
			7,911	1st half	XXXVI	
			4,621	2nd half		
			12,532	Total.		
4,78,189	13,73,525	25,783	13,76,690	1st half		
4,82,020	15,40,096	51,693	15,36,690	2nd half		
9,60,209	29,13,621	77,476	29,13,380	Total.		
40,610	66,910	...	66,910	1st half	XXXVIII	
49,279	54,171	...	54,171	2nd half		
89,889	1,21,081	...	1,21,081	Total.		
69,334	80,340	5,485	74,855	1st half	XL	
61,674	78,142	5,592	72,550	2nd half		
1,31,008	1,58,482	11,077	1,47 405	Total.		
			(a)218	1st half	XLI	(a) Including the expenditure of R75 incurred direct by the state.
			170	2nd half		
			388	Total.		
7,966	38,309	13,257	25,052	1st half	XLII	
9,157	28,695	14,074	14,621	2nd half		
17,123	67,004	27,331	39,673	Total.		
			3,129	1st half	XLIII	
			3,782	2nd half		
			6,911	Total.		
			8,167	1st half	XLIV	
			8,265	2nd half		
			16,432	Total.		
14,483	27,633	844	26,789	1st half	XLV	
16,083	52,546	1,663	50,883	2nd half		
30,566	80,179	2,507	77,672	Total.		
...	(b)6,109	...	(c) 6,818	1st half	XLVI	(b) Represent the amount paid to the South Indian railway for use of rolling stock.
...	(b)6,280	...	(d) 7,751	2nd half		(c) Including R709 charged by the South Indian railway for working this line. The details are included with the figures of the South Indian railway.
...	12.389	...	14,569	Total.		(d) Including R1,471 charged by the South Indian railway for working this railway. The details are included with the figures of the former line.
2,912	2,912	...	2,912	1st half	XLVII	
4,682	4,944	...	4,944	2nd half		
7,594	7,856	...	7,856	Total.		
27,084	50,213	...	50,213	1st half	XLVIII	
21,319	35,909	...	35,909	2nd half		
48,403	86,122	...	86,122	Total.		(e) The working of this line has been transferred to a company from the 1st September 1896.
	199	...	199	1st half	LI	(f) Including the Lucknow-Bareilly section.
	199	...	199	Total.		
(g) 54,872	55,721	...	55,721	1st half	LII	(g) Including R51,874 on account of cart-road service.
(h) 57,797	58,160	...	58,160	2nd half		(h) Including R54,836 on account of cart-road service.
1,12,669	1,13,881	...	1,13,881	Total.		
—150	886	...	886	1st half	LIII	
816	3,971	...	3,971	2nd half		
666	4,857	...	4,857	Total.		
2,17,111	3,29,033	19,586	3,21,670	1st half		
2,20,807	3,22,818	21,329	3,15,177	2nd half		
4,37,918	6,52,050	40,915	6,37,046	Total (i)		(i) Including the Deoghar railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1896. [From Abstract G of

Classification Number.	Railway.	1896.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	METRE GAUGE—*concld.*		₹	₹	₹	₹
		1st half	29,429	25,501	25,836	31,156
		2nd half	5,188	18,045	34,555	44,223
	Brought forward METRE GAUGE	Total (*a*)	34,617	43,546	60,391	75,379
LIV	Dibru-Sadiya	1st half	600	37	43	...
		2nd half	600	67	22	...
		Total	1,200	104	65	...
LX	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
LXI	Kolhápur	1st half	Included with the Southern Mahratta railway.			
		2nd half				
		Total				
LXII	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LXIII	Mysore-Nanjangúd	1st half				
		2nd half				
		Total				
LXVI	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	20	81	...	10,860
		2nd half	...	49	...	5,647
		Total	20	130	...	16,507
	Bickaneer section	1st half	...	...	...	586
		2nd half	...	...	...	977
		Total	...	...	...	1,563
LXVII	Godeypore-Chitor	1st half	Included with the Rajputana-Malwa railway			(*b*) 2,592
		2nd half				...
		Total				2,592
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	1,934	2,275	...	1,341
		2nd half	567	373	...	1,348
		Total	2,501	2,648	...	2,689
LXIX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.			(*d*) 5,298
		2nd half				(*d*) 4,558
		Total				9,856
	TOTAL METRE GAUGE	1st half	31,983	27,894	25,879	51,833
		2nd half	6,355	18,534	34,577	56,753
		Total (*a*)	38,338	46,428	60,456	1,08,586
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	196	253	4,307	...
		2nd half	160	122	4,803	195
		Total	356	375	9,110	195
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	7	...	...
		2nd half	...	12	...	...
		Total	...	19	...	...
LXXX	Cooch Behar (2′ 6″)	1st half	Details not furnished.			
		2nd half				
		Total				
LXXXI	Morvi (2′ 6″)	1st half	—265	41	...	...
		2nd half	...	38	...	...
		Total	—265	79	...	...
	TOTAL SPECIAL GAUGES	1st half	—69	301	4,307	...
		2nd half	160	172	4,803	195
		Total	91	473	9,110	195
	TOTAL OF ALL GAUGES FOR THE YEAR		60,215	2,37,816	2,98,383	16,20,675

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
R	R	R	R			
2,17,111	3,29,033	19,586	3,21,670	1st half		
2,20,807	3,22,818	21,329	3,15,177	2nd half		
4,37,918	6,52,050	40,915	6,37,046	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	680	...	680	1st half	LIV	
...	689	...	689	2nd half	LIV	
...	1,369	...	1,369	Total.		
			1,288	1st half	LX	
			1,321	2nd half	LX	
			2,609	Total.		
			672	1st half	LXI	
			588	2nd half	LXI	
			1,260	Total.		
			1,091	1st half	LXII	
			1,230	2nd half	LXII	
			2,321	Total.		
			198	1st half	LXIII	
			209	2nd half	LXIII	
			407	Total.		
1,198	12,159	...	12,159	1st half	LXVI	
1,229	6,925	...	6,925	2nd half	LXVI	
2,427	19,084	...	19,084	Total.		
101	687	...	687	1st half		
100	1,077	...	1,077	2nd half		
201	1,764	...	1,764	Total.		
...	(*b*) 2,592	...	(*c*) 3,063	1st half	LXVII	(*b*) Represents the amount paid to the Rajputana-Malwa railway for use of rolling stock.
...	...	...	568	2nd half	LXVII	
...	2,592	...	3,631	Total.		
13,990	19,540	1,460	18,080	1st half	LXVIII	(*c*) Including R471 charged by the Rajputana-Malwa railway for working this line. The details are included with the figures of the Rajputana-Malwa railway.
9,917	12,205	956	11,249	2nd half	LXVIII	
23,907	31,745	2,416	29,329	Total.		
...	(*d*) 5,298	...	(*e*) 6,758	1st half	LXIX	(*d*) Represents the amount paid to the Bhávnagar-Gohdal-Junágarh-Porbandar railway for use of rolling stock.
...	(*d*) 4,558	...	(*f*) 5,514	2nd half	LXIX	(*e*) Including R1,460 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working this line. The details are included with the figures of the Bhávnagar-Gondal-Junágarh-Porbandar railway.
...	9,856	...	12,272	Total.		(*f*) Including R1,460 in the first half and R956 in the second half of 1896 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working this railway. The details are included with the figures of the former line.
2,32,400	3,69,989	21,046	3,66,346	1st half		
2,32,053	3,48,272	22,285	3,44,547	2nd half		
4,64,453	7,18,460	43,331	7,11,092	Total.(*a*)		
...	118	...	118	1st half		
...	129	...	129	2nd half		
...	247	...	247	Total.		
...	215	...	215	1st half	LXXV	
...	358	...	358	2nd half	LXXV	
...	573	...	573	Total.		
2,564	7,320	...	7,320	1st half	LXXVI	
2,362	7,642	...	7,642	2nd half	LXXVI	
4,926	14,962	...	14,962	Total.		
...	7	...	7	1st half	LXXVIII	
...	12	...	12	2nd half	LXXVIII	
...	19	...	19	Total.		
	222	...	222	1st half	LXXX	
	128	...	128	2nd half	LXXX	
	350	...	350	Total.		
303	79	...	79	1st half	LXXXI	
543	581	...	581	2nd half	LXXXI	
846	660	...	660	Total.		
2,867	7,961	...	7,961	1st half		
2,905	8,850	...	8,850	2nd half		
5,772	16,811	...	16,811	Total.		
14,30,434	36,48,892	1,20,809	36,41,283			

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1896. [From No. XII of

Classification Number.	Railway.	1896.	LOCOMOTIVES. Total stock on the list.	LOCOMOTIVES. Average number laid by as spare or hired out.	LOCOMOTIVES. Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	COACHING. Average number constantly under repairs and renewals.
	STANDARD GAUGE.						
I	East Indian	1st half	596	1·00	66·00	1,245	91·68
		2nd half	596	7·00	77·00	1,264	105·30
		Total and average.	596	4·00	71·50	1,264	98·49
III	Bengal-Nágpur	1st half	117	1·00	33·55	293	33·00
		2nd half	118	4·00	40·07	293	53·75
		Total and average.	118	2·50	36·81	293	43·37
IV	Indian Midland	1st half	111	...	30·00	359	60·00
		2nd half	111	...	24·00	372	47·00
		Total and average.	111	...	27·00	372	53·50
VI	Godhra-Ratlam-Nágda	1st half 2nd half Total and average.	Worked by the Bombay, Baroda and Central India railway.				
IX	Bezwada extension (East Coast State)	1st half 2nd half Total and average.	Worked by the Nizam's Guaranteed State.				
X	Madras-Ennúr section (Bezwada-Madras)	1st half 2nd half Total and average.	Worked by the Madras railway.				
XI	North Western	1st half	(b) 585	35·72	86·33	(b) 1,574	128·32
		2nd half	(b) 602	35·92	88·47	(b) 1,598	126·57
		Total and average.	602	35·82	87·40	1,598	127·45
XII	Hyderabad-Shadipalli	1st half 2nd half Total and average.	Worked by the North Western State railway				
XIII	Oudh and Rohilkhand	1st half	166	(c) 3·45	25·98	516	73·13
		2nd half	166	(c) 3·96	24·26	517	81·85
		Total and average.	166	3·70	25·12	517	77·49
XIV	Eastern Bengal	1st half	109	11·00	28·45	449	95·56
		2nd half	117	11·90	16·88	465	73·36
		Total and average.	117	11·45	22·66	465	84·46
	Bengal Central	1st half 2nd half Total and average.	Worked by the Eastern Bengal State railway				
	TOTAL STANDARD GAUGE Carried over	1st half	1,684	52·17	270·31	4,436	481·69
		2nd half	1,710	62·78	270·68	4,509	487·83
		Total and average.	1,710	57·47	270·49	4,509	484·76

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

VEHICLES.						1896.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
9,886	292·76	341	30·61	11,472	415·05	1st half	I	
9,981	256·93	341	26·82	11,586	389·05	2nd half		
9,981	274·85	341	28·71	11,586	402·05	Total and average.		
3,415	178·08	123	14·37	3,831	225·45	1st half	III	
3,415	416·26	123	11·87	3,831	481·88	2nd half		
3,415	299·17	123	13·12	3,831	353·66	Total and average.		
2,068	55·00	(*a*)126	17·00	2,553	132·00	1st half	IV	(*a*) Including 50 composites (brake-vans and 3rd class) and 4 construction brake-vans.
2,068	85·00	(*a*)126	17·00	2,566	149·00	2nd half		
2,068	70·00	126	17·00	2,566	140·50	Total and average.		
						1st half 2nd half Total and average.	VI	
						1st half 2nd half Total and average.		
						1st half 2nd half Total and average.	IX	
10,050	465·66	516	31·36	(*b*) 12,140	625·34	1st half	XI	(*b*) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
10,312	384·82	523	41·02	(*b*) 12,433	552·41	2nd half		
10,312	425·24	523	36·19	12,433	588·88	Total and average.		
						1st half 2nd half Total and average.	XII	
4,374	262·40	132	22·10	5,022	357·63	1st half	XIII	(*c*) Of these two are condemned engines.
4,373	209·65	132	29·49	5,022	320·99	2nd half		
4,373	236·02	132	25·80	5,022	339·31	Total and average.		
2,114	160·01	81	8·99	2,644	264·56	1st half	XIV	
2,111	75·03	67	7·46	2,643	155·85	2nd half		
2,111	117·52	67	8·22	2,643	210·20	Total and average		
						1st half 2nd half Total and average.		
31,907	1,413·91	1,319	124·43	37,662	2,020·03	1st half		
32,269	1,427·69	1,312	133·66	38,081	2,049·18	2nd half		
32,260	1,420·80	1,312	129·04	38,081	2,034·60	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years epded the 30th June and the 31st December 1896. [From No. XII of

Classification Number.	Railway.	1896.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE—*continued.*						
	Brought forward STANDARD GAUGE.	1st half	1,684	52·17	270·31	4436	481·69
		2nd half	1 710	62·78	270·68	4,509	487·83
		Total and average	1,710	57·47	270·49	4,509	484·76
XV	Calcutta Port Commissioners	1st half	6	...	2·00	...	...
		2nd half	8	...	2·00	...	...
		Total and average.	8	...	2·00	...	...
XVI	East Coast	1st half	57	9·00	6·55	216	...
		2nd half	57	9·00	8·92	231	4·23
		Total and average.	57	9·00	7·74	231	2·11
XVIII	Great Indian Peninsula	1st half	(a) 605	...	153·00	1,137	139·00
		2nd half	(a) 605	...	156·00	1,137	153·00
		Total and average.	605	...	154·50	1,137	146·00
XIX	Bombay, Baroda and Central India.	1st half	167	...	28·00	447	57·00
		2nd half	165	...	27·00	447	64·00
		Total and average.	165	...	27·50	447	60·50
XX	Madras	1st half	166	...	37·00	632	65·00
		2nd half	166	...	35·00	643	49·00
		Total and average.	166	...	36·00	643	57·00
XXII	The Nizam's Guaranteed state.	1st half	50	...	12·42	112	8·19
		2nd half	50	...	10·58	112	17·94
		Total and average.	50	...	11·50	112	10·07
XXIII	Nágdá-Ujjain	1st half	Worked by the Bombay, Baroda and Central India railway				
		2nd half					
		Total and average.					
XXIV	The Gaekwar's Petlád	1st half					
		2nd half					
		Total and average.					
XXV	Kolar Gold-fields	1st half	Worked by the Madras railway.				
		2nd half					
		Total and average.					
	TOTAL STANDARD GAUGE carried over.	1st half	2,735	61·17	509·28	6,980	750·88
		2nd half	2,761	71·78	510·18	7,079	770·00
		Total and average.	2,761	66·47	509·73	7,079	760·44

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

VEHICLES.						1896.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
31,907	1,413·91	1,319	124·43	37,662	2,020·03	1st half		
32,260	1,427·69	1,312	133·66	38,081	2,049·18	2nd half		
32,260	1,420·80	1,312	129·04	38,081	2,034·60	Total and average.		
172	4·00	...	...	172	4·00	1st half	XV	
372	9·00	...	...	372	9·00	2nd half		
372	6·50	...	...	372	6·50	Total and average.		
1,129	...	40	0·61	1,385	0·61	1st half	XVI	
1,219	25·74	65	1·36	1,515	31·33	2nd half		
1,219	12·87	65	0·99	1,515	15·97	Total and average.		
(*b*) 7,858	593·00	(*c*) 649	73·00	9,644	805·00	1st half	XVIII	
(*b*) 7,863	518·00	(*d*) 649	64·00	9,649	735·00	2nd half		
7,863	555 50	649	68·50	9,649	770·00	Total and average.		
4,220	218·00	94	9·00	4,761	284·00	1st half	XIX	
4,220	345·00	94	8·00	4,761	417·00	2nd half		
4,220	281·50	94	8·50	4,761	350·50	Total and average.		
2,850	157·00	175	17·00	3,657	239·00	1st half	XX	
2,924	183·00	175	17·00	3,742	249·00	2nd half		
2,924	170·00	175	17·00	3,742	244·00	Total and average.		
833	21·15	41	2·04	986	31·38	1st half	XXXII	
834	23·85	41	3·32	987	39·11	2nd half		
834	22·50	41	2·68	987	35·25	Total and average.		
						1st half	XXXIII	
						2nd half		
						Total and average.		
						1st half	XXXIV	
						2nd half		
						Total and average.		
						1st half	XXXV	
						2nd half		
						Total and average.		
48,969	2,407·06	2,318	226·08	58,267	3,384·02	1st half		
49,692	2,532·28	2,336	227·34	59,107	3,529·62	2nd half		
49,692	2,469·67	2,336	226·71	59,107	3,456·82	Total and average.		

(*a*) Excluding 4 engines which were withdrawn for renewals but are used as locomotive shunting engines.

(*b*) Excluding 36 lowsided wagons in charge of locomotive department.

(*c*) Including 96 composites (brake-vans and 3rd class).

(*d*) Including 108 composites (brake-vans and 3rd class).

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1896. [From No. XII of

Classification Number.	Railway.	1896.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	2,735	61·17	509·28	6,980	750·88
		2nd half	2,761	71·78	510·18	7,079	770·00
		Total and average.	2,761	66·47	509·73	7,079	760·44
XXXVI	Rájpura-Bhátinda	1st half	Worked by the North Western State railway.				
		2nd half					
		Total and average.					
	TOTAL STANDARD GAUGE	1st half	2,735	61·17	509·28	6,980	750·88
		2nd half	2,761	71·78	510·18	7,079	770·00
	METRE GAUGE.	Total and average.	2,761	66·47	509·73	7,079	760·44
XXXVIII	Bengal and North-Western—						
	Tirhoot section / Company's section	1st half	110	4·00	21·35	356	38·67
		2nd half	110	4·00	23·84	384	22·32
		Total and average.	110	4·00	22·60	384	30·49
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	Worked by the Rohilkund and Kumaon railway (Company's section)				
		2nd half					
		Total and average.					
XL	Rajputana-Malwa	1st half	446	...	86·65	1,307	99·21
		2nd half	446	...	90·35	1,316	91·75
		Total and average.	446	...	88·50	1,316	95·48
XLI	Pálanpur-Deesa	1st half	Worked by the Rajputana-Malwa railway				
		2nd half					
		Total and average.					
XLII	Southern Mahratta	1st half	(*b*) 178	3·00	44·08	553	60 79
		2nd half	(*b*) 178	4·00	32·00	553	62·94
		Total and average.	178	3·50	38·04	553	61·87
XLIII	Guntakal-Mysore frontier	1st half	Worked by the Southern Mahratta railway				
		2nd half					
		Total and average.					
XLIV	Mysore section (Southern Mahratta).	1st half	42	2·00	17·38	162	26·23
		2nd half	42	2·00	10·54	162	21·08
		Total and average.	42	2·00	13·96	162	23·65
XLV	South Indian	1st half	204	2·00	37·44	897	308·52
		2nd half	204	1·00	35·53	900	106·27
		Total and average.	204	1·50	36·49	900	207·40
XLVI	Máyavaram-Mutupet	1st half	Worked by the South Indian railway				
		2nd half					
		Total and average.					
XLVII	Assam-Bengal	1st half	31	8·00	0·40	71	1·21
		2nd half	44	19·00	1·53	86	1·71
		Total and average.	44	13·50	0·96	86	1·46
XLVIII	Burma (*f*)	1st half	139	15·00	27·02	607	64·60
		2nd half	145	14·00	23·16	609	50·56
		Total and average.	145	14·50	25·09	609	57·58
XLIX	Eastern Bengal—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). / Dacca section	1st half	91	14·81	13·70	378	37·68
		2nd half	91	12·59	16·06	380	37·62
		Total and average.	91	13·70	14·88	380	37·65
LI	Deoghur	1st half	Information not recorded in Revenue Accounts				
		2nd half					
		Total and average.					
LII	Rohilkund and Kumaon (Company's section).	1st half	27	1·00	5·62	148	13·35
		2nd half	27	1·00	7·99	148	11·17
		Total and average.	27	1·00	6·80	148	12·26
LIII	Bengal Doars	1st half	4	...	1·00	19	...
		2nd half	4	...	1·00	19	...
		Total and average.	4	...	1·00	19	...
	TOTAL METRE GAUGE carried over	1st half	1,272	49·81	254·64	4,498	650·26
		2nd half	1,291	57·59	242·00	4,557	405 42
		Total and average. (*j*)	1,291	53·70	248·32	4,557	527·84

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

VEHICLES.						1896.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
48,969	2,407·06	2,318	226·08	58,267	3,384·02	1st half		
49,692	2,532·28	2,336	227·34	59,107	3,529·62	2nd half		
49,692	2,469·67	2,336	226·71	59,107	3,456·82	Total and average.		
						1st half 2nd half Total and average.	XXXVI	
48,969	2,407·06	2,318	226·08	58,267	3,384·02	1st half		
49,692	2,532·28	2 336	227·34	59,107	3,529·62	2nd half		
49,692	2,469·67	2,336	226·71	59,107	3,456·82	Total and average.		
2,912	96·73	71	6·52	3,339	141·92	1st half	XXXVIII	
2,912	71·76	78	2·40	3,374	96·48	2nd half		
2,912	84·25	78	4·46	3,374	119 20	Total and average.		
						1st half 2nd half Total and average.	XXXIX	
7,150	301·38	(*a*)282	33·31	8,739	431·90	1st half	XL	(*a*) Including 8 composites (brake vans and postal).
7,130	293·25	(*a*) 282	26·22	8,728	411·22	2nd half		
7,130	297·32	282	28·76	8,728	421·56	Total and average.		
						1st half 2nd half Total and average.	XLI	(*b*) Including the tender of a condemned engine.
4,009	220·36	(*c*)158	19·68	4,720	300·83	1st half	XLII	(*c*) Including 117 composites (brake-vans and 3rd class) and 17 compound, third class, incline vans.
4,009	180·10	(*c*) 158	11·17	4,720	254·21	2nd half		
4,009	200·23	158	15·42	4,720	277·52	Total and average.		
						1st half 2nd half Total and average.	XLIII	
695	47·89	(*d*) 30	2·53	887	76·65	1st half	XLIV	(*d*) Composites (brake-van and 3rd class).
695	34·07	(*d*) 30	2·29	887	57·44	2nd half		
695	40·98	30	2·41	887	67·04	Total and average.		
3,326	203·56	(*e*) 60	3·17	4,283	515·25	1st half	XLV	(*e*) Including 8 composites (brak
3,326	201·85	(*e*) 60	3·15	4,286	311·27	2nd half		
3,326	202·70	60	3·16	4,286	413·26	Total and average.		
						1st half 2nd half Total and average.	XLVI	
750	1·23	30	0·16	851	2·60	1st half	XLVII	
948	6·78	30	0·38	1,064	8·87	2nd half		
948	4·01	30	0·27	1,064	5·74	Total and average.		(*f*) The working of this salary has been transferred to a company from the 1st September 1896.
3,458	283·81	(*g*) 139	11·63	4,204	360·04	1st half	XLVIII	
3,484	245·15	(*g*) 139	8·61	4,232	304·32	2nd half		(*g*) Including 3 third class and break-van ambulance.
3,484	264·48	139	10 12	4,232	332·18	Total and average.		
2,220	174·68	59	11·31	2,657	223·67	1st half	XLIX	(*h*) Including 4 composites (brake-vans and third class).
2,214	138·31	(*h*) 63	6·39	2,657	182·32	2nd half		
2,214	156·49	63	8 85	2,657	202·99	Total and average.		
						1st half 2nd half Total and average.	LI	
665	38·15	(*i*) 27	1·27	840	52·77	1st half	LII	(*i*) Including 18 composites (brake-vans and postal).
665	62·02	(*i*) 27	1·80	840	74·99	2nd half		
665	50·08	27	1·54	840	63·88	Total and average.		
82	...	5	...	106	...	1st half	LIII	
82	...	5	...	106	...	2nd half		
82	...	5	...	106	...	Total and average.		
25,267	1,367·79	861	87·58	30,626	2,105·63	1st half		
25,465	1,233·29	872	62·41	30,894	1,701·12	2nd half		
25,465	1,300·54	872	74·99	30,894	1,903·37	Total and average. (*j*)		(*j*) Excluding the Deoghur railway.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1896. [From No. XII of

Classification Number.	Railway.	1896.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	METER GAUGE—*concld.*						
	Brought forward METER GAUGE	1st half	1,272	49·81	254·64	4,498	650·26
		2nd half	1,291	57·59	242·00	4,557	405·42
		Total and average. (a)	1,291	53·70	248·32	4,557	527·84
LIV	Dibru-Sadiya	1st half	18	...	5·31	34	2·88
		2nd half	18	...	5·01	42	3·20
		Total and average.	18	...	5·16	42	3·04
LX	The Gaekwar's Mehsána	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway.				
LXI	Kolhápur	1st half 2nd half Total and average.	Worked by the Southern Mahratta railway				
LXII	Yesvantpur-Mysore frontier	1st half 2nd half Total and average.					
LXIII	Mysore-Nanjangúd	1st half 2nd half Total and average.					
LXVI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	17	...	3·17	69	3·97
		2nd half	17	...	4·07	69	7·73
		Total and average.	17	...	3·62	69	5·85
	Bickaneer section	1st half 2nd half Total and average.	Worked by the Jodhpore-Bickaneer railway (Jodhpore section).				...
LXVII	Oodeypore-Chitor	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway as a temporary measure, until the rolling				
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	33	...	6·35	190	19·51
		2nd half	33	1	6·76	190	16·48
		Total and average.	33	0·50	6·55	190	18·00
LXIX	Jetalsar-Rájkot	1st half 2nd half Total and average.	Worked by the Bhávnagar-Gondal-Junágarh-Porbandar railway.				...
	TOTAL METER GAUGE	1st half	1,340	49·81	269·47	4,791	676·62
		2nd half	1,359	58·59	257·84	4,858	432·83
		Total and average. (a)	1,359	54·20	263·65	4,858	554·73
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half 2nd half Total and average.	Information not recorded in Revenue Accounts.				
LXXV	Jorhát (2′ 0″)	1st half 2nd half Total and average.					
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	14	...	1·00	61	4·00
		2nd half	14	...	1·00	61	4·00
		Total and average.	14	...	1·00	61	4·00
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	8	...	1·00	39	1·00
		2nd half	8	...	2·00	39	1·00
		Total and average.	8	...	1·50	39	1·00
LXXX	Cooch Behar (2′ 6″)	1st half	3	1·00	0·52	10	2·52
		2nd half	3	1·64	0·14	9	0·53
		Total and average.	3	1·32	0·33	9	1·52
LXXXI	Morvi (2′ 6″)	1st half	10	...	2·00	39	6·00
		2nd half	10	...	3·00	43	8·50
		Total and average.	10	...	2·50	43	7·25
	TOTAL SPECIAL GAUGES (c)	1st half	35	1·00	4·52	149	13·52
		2nd half	35	1·64	6·14	152	14·03
		Total and average.	35	1·32	5·33	152	13·77
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR (f)		4,155	121·99	778·71	12,089	1,328·94

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

VEHICLES.						1896.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
25,267	1,367·79	861	87·58	30,626	2,105·63	1st half		
25,465	1,233·29	872	62·41	30,894	1,701·12	2nd half		
25,465	1,300·54	872	74·99	30,894	1,903·37	Total and average.		(*a*) Excluding the Deoghur railway.
760	32·46	(*b*) 18	2·65	812	37·99	1st half	LIV	(*b*) Including 6 composites (brake-vans and postal).
799	23·59	(*b*) 18	2·38	859	29·17	2nd half		
799	28·02	18	2·52	859	33·58	Total and average.		
						1st half 2nd half Total and average.	LX	
						1st half 2nd half Total and average.	LXI	
						1st half 2nd half Total and average.	LXII	
						1st half 2nd half Total and average.	LXIII	
220	3·12	12	0·15	301	7·24	1st half	LXVI	
220	6·21	12	1·07	301	15·01	2nd half		
220	4·66	12	0·61	301	11·12	Total and average		
...	...	...	...	...	...	1st half 2nd half Total and average.		
stock ordered for that line from England is received				...	...	1st half 2nd half Total and average.	LXVII	
894	33·18	37	2·85	1,121	55·54	1st half	LXVIII	
894	73·55	37	4·29	1,121	94·32	2nd half		
894	53·37	37	3·57	1,121	74·94	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	LXIX	
27,141	1,436·33	928	93·23	32,860	2,206·40	1st half		
27,378	1,336·64	939	70·45	33,175	1,839·62	2nd half		
27,378	1,386·59	939	81·69	33,175	2,023·01	Total and average.		
						1st half 2nd half Total and average.		
						1st half 2nd half Total and average.	LXXV	
190	6·00	...	...	251	10·00	1st half	LXXVI	
190	...	...	...	251	4·00	2nd half		
190	3·00	...	...	251	7·00	Total and average.		
214	4·00	8	...	261	5·00	1st half	LXXVIII	
211	2·00	8	...	258	3·00	2nd half		
211	3·00	8	...	258	4·00	Total and average.		
21	1·50	(*c*)3	0·43	34	4·45	1st half	LXXX	(*c*) Third class and brake-vans.
41	2·36	(*d*)4	0·06	54	2·95	2nd half		(*d*) Including three composites (brake-vans and third class) and one composite (brake-van, intermediate and third class).
41	1·93	4	0·25	54	3·70	Total and average.		
113	6·00	6	1·00	158	13·00	1st half	LXXXI	
113	5·50	6	1·00	162	15·00	2nd half		
113	5·75	6	1·00	162	14·00	Total an average.		
538	17·50	17	1·43	704	32·45	1st half		(*e*) Excluding the Cherra Companygani and the Jorhát railways.
555	9·86	18	1·06	723	24·95	2nd half		(*f*) Excluding the Deoghur, the Chorra Companygani and the Jorhát railways.
555	13·68	18	1·25	725	28·70	Total and average.		
77,625	3,869·94	3,293	309·65	93,007	5,508·53	...		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1896. [From No. XIV of

Classification Number.	Railway.	1896.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	815,008	3,061,425	1,851,085	277,721
		2nd half	915,716	2,907,348	1,897,508	281,766
		Total	1,730,724	5,968,773	3,748,593	559,487
III	Bengal-Nágpur	1st half	1,618	209,853	626,091	1,799
		2nd half	4,026	153,198	572,488	2,944
		Total	5,644	363,051	1,198,579	4,743
IV	Indian Midland	1st half	211,416	245,457	325,018	14,577
		2nd half	218,661	218,024	352,811	18,619
		Total	430,077	463,481	677,829	33,196
VI	Godhra-Rutlam-Nágdá	1st half	Details included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	66	9,636	8,008	...
		2nd half	...	7,238	7,726	...
		Total	66	16,874	15,734	...
X	Madras-Ennúr section (Bezwada-Madras)	1st half	10,328	3,507	2,080	308
		2nd half	10,416	1,318	2,928	96
		Total	20,744	4,825	5,008	404
XI	North Western	1st half	983,636	1,759,644	1,404,671	101,161
		2nd half	959,160	1,475,481	1,371,550	88,148
		Total	1,942,796	3,235,125	2,776,221	189,309
XII	Hyderabad-Shadipalli	1st half	59	2,083	21,511	...
		2nd half	...	8,630	21,829	87
		Total	59	10,713	43,340	87
XIII	Oudh and Rohilkhand	1st half	216,146	236,726	804,292	17,235
		2nd half	217,163	118,592	809,469	19,604
		Total	433,309	355,318	1,613,761	36,839
XIV	Eastern Bengal	1st half	327,322	255,018	197,872	606
		2nd half	338,206	508,590	190,947	1,297
		Total	665,528	763,608	388,819	1,903
	Bengal Central	1st half	24,562	88	123,078	...
		2nd half	25,238	27,773	(a) 125,219	23
		Total	49,800	27,861	248,297	23
XV	Calcutta Port Commissioners'	1st half	Information not furnished.			
		2nd half				
		Total				
XVI	East Coast	1st half	1,294	(b) 202,482	248,407	6,926
		2nd half	10,308	(b) 130,526	287,459	5,709
		Total	11,602	333,008	535,866	12,635
XVIII	Great Indian Peninsula (c)	1st half	1,535,067	2,640,991	585,600	155,136
		2nd half	1,670,896	1,775,818	490,184	146,641
		Total	3,206,563	4,416,809	1,075,784	301,777
XIX	Bombay, Baroda and Central India	1st half	553,812	537,594	241,086	5,493
		2nd half	571,079	326,688	225,634	6,495
		Total	1,124,891	864,282	466,720	11,988
XX	Madras	1st half	457,522	110,996	646,740	22,244
		2nd half	463,649	104,621	650,459	24,487
		Total	921,171	215,617	1,297,199	46,731
XXXII	The Nizam's Guaranteed State	1st half	46,131	90,834	222,040	55
		2nd half	45,974	114,821	225,247	90
		Total	92,105	205,655	447,287	145
XXXIII	Nágdá-Ujjain	1st half	...	...	...	...
		2nd half	34	22,436	10,907	...
		Total	34	22,436	10,907	...
XXXIV	The Gaekwar's Petlád	1st half	27	26	9,646	...
		2nd half	26	...	9,752	...
		Total	53	26	19,398	...
XXXV	Kolar Gold-fields	1st half	...	1,296	14,560	...
		2nd half	...	2,286	14,720	84
		Total	...	3,582	29,280	84
	Total Standard gauge carried over	1st half	5,184,614	9,367,656	7,331,785	603,261
		2nd half	5,450,552	7,903,388	7,266,837	596,090
		Total	10,635,166	17,271,044	14,598,622	1,199,351

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1896.	Classification Number.	Remarks.
Coaching.	Goods.						
2,359,918	3,645,321	6,005,239	1,223,699	7,228,938	1st half	I	
2,475,762	3,526,576	6,002,338	1,148,255	7,150,593	2nd half		
4,835,680	7,171,897	12,007,577	2,371,954	14,379,531	Total		
241,570	597,791	839,361	113,424	952,785	1st half	III	
262,917	469,739	732,656	75,555	808,211	2nd half		
504,487	1,067,530	1,572,017	188,979	1,760,996	Total		
379,525	416,943	796,468	97,831	894,299	1st half	IV	
386,465	421,650	808,115	110,111	918,226	2nd half		
765,990	838,593	1,604,583	207,942	1,812,525	Total		
...	...	170,647	25,278	195,925	1st half	VI	
		143,995	20,611	164,606	2nd half		
		314,642	45,889	360,531	Total		
4,956	12,754	17,710	5,797	23,507	1st half	IX	
4,489	10,475	14,964	4,426	19,390	2nd half		
9,445	23,229	32,674	10,223	42,897	Total		
11,886	4,337	16,223	77	16,300	1st half	X	
12,004	2,754	14,758	472	15,230	2nd half		
23,890	7,091	30,981	549	31,530	Total		
1,795,137	2,453,975	4,249,112	528,493	4,777,605	1st half	XI	
1,799,114	2,095,225	3,894,339	502,024	4,396,363	2nd half		
3,594,251	4,549,200	8,143,451	1,030,517	9,173,968	Total		
11,324	12,329	23,653	5,115	28,768	1st half	XII	
13,101	17,445	30,546	4,898	35,444	2nd half		
24,425	29,774	54,199	10,013	64,212	Total		
545,588	728,811	1,274,399	252,833	1,527,232	1st half	XIII	
547,409	617,419	1,164,828	218,344	1,383,172	2nd half		
1,092,997	1,346,230	2,439,227	471,177	2,910,404	Total		
451,725	329,093	780,818	268,375	1,049,193	1st half	XIV	
460,026	579,014	1,039,040	381,709	1,420,749	2nd half		
911,751	908,107	1,819,858	650,084	2,469,942	Total		
96,955	50,773	147,728	23,153	170,881	1st half		
98,617	79,636	178,253	28,710	206,963	2nd half		
195,572	130,409	325,981	51,863	377,844	Total		
					1st half	XV	
					2nd half		
					Total		
158,696	300,413	459,109	51,576	510,685	1st half	XVI	
196,877	237,125	434,002	51,944	485,946	2nd half		
355,573	537,538	893,111	103,520	996,631	Total		
1,937,741	2,979,653	4,917,394	701,729	5,619,123	1st half	XVIII	
2,003,583	2,079,956	4,083,539	553,395	4,636,934	2nd half		
3,941,324	5,059,609	9,000,933	1,255,124	10,256,057	Total		
657,234	680,751	1,337,985	227,025	1,565,010	1st half	XIX	
681,639	448,257	1,129,896	164,564	1,294,460	2nd half		
1,338,873	1,129,008	2,467,881	391,589	2,859,470	Total		
635,158	602,344	1,237,502	232,431	1,469,933	1st half	XX	
637,522	605,694	1,243,216	243,971	1,487,187	2nd half		
1,272,680	1,208,038	2,480,718	476,402	2,957,120	Total		
111,507	247,553	359,060	52,386	411,446	1st half	XXII	
110,510	275,622	386,132	51,259	437,391	2nd half		
222,017	523,175	745,192	103,645	848,837	Total		
...	...	...	...	...	1st half	XXIII	
5,879	27,498	33,377	2,042	35,419	2nd half		
5,879	27,498	33,377	2,042	35,419	Total		
6,133	3,566	9,699	6,301	16,000	1st half	XXXIV	
7,096	2,682	9,778	2,937	12,715	2nd half		
13,229	6,248	19,477	9,238	28,715	Total		
7,728	8,128	15,856	178	16,034	1st half	XXXV	
7,156	9,934	17,090	215	17,305	2nd half		
14,884	18,062	32,946	393	33,339	Total		
9,412,781	13,074,535	22,657,963	3,815,701	26,473,664	1st half		
9,710,166	11,506,701	21,360,862	3,565,442	24,926,304	2nd half		
19,122,947	24,581,236	44,018,825	7,381,143	51,399,968	Total		

(a) Including 4,089 miles of ballast trains.

(b) Including construction train miles 35,074 in the first half and 37,436 in the second half of 1896.

(c) Including the train-mileage (311,451 miles) of foreign lines worked by the company.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1896. [From No. XIV

Classification Number.	Railway.	1896.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge—*concld.*					
	Brought forward standard gauge	1st half	5,184,614	9,367,656	7,331,785	603,261
		2nd half	5,450,552	7,903,388	7,266,837	596,090
		Total	10,635,166	17,271,044	14,598,622	1,199,351
XXXVI	Rájpura-Bhátinda	1st half	906	46,840	86,239	5,776
		2nd half	754	16,930	85,347	3,066
		Total	1,660	63,770	171,586	8,842
	Total standard gauge	1st half	5,185,520	9,414,496	7,418,024	609,037
		2nd half	5,451,306	7,920,318	7,352,184	599,156
		Total	10,636,826	17,334,814	14,770,208	1,208,193
	Metre gauge.					
XXXVIII	Bengal and North Western—					
	Tirhoot section } Company's section }	1st half	2,598	204,380	732,410	10,392
		2nd half	6,417	84,875	733,793	12,480
		Total	9,015	289,255	1,466,203	22,872
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	Included with the Rohilkund and Kumaon railway (Company's section).			
		2nd half				
		Total				
XL	Rajputana-Malwa (*a*)	1st half	366,101	1,317,893	1,287,916	44,174
		2nd half	375,942	875,096	1,280,965	35,806
		Total	742,043	2,192,989	2,568,881	79,980
XLI	Pálanpur-Deesa	1st half	34	183	6,188	34
		2nd half	85	...	6,256	85
		Total	119	183	12,444	119
XLII	Southern Mahratta	1st half	127,526	334,279	849,515	20,443
		2nd half	150,079	163,814	1,013,041	23,718
		Total	277,605	498,093	1,862,556	44,161
XLIII	Guntakal-Mysore frontier	1st half	22,538	11,229	68,562	3,769
		2nd half	47,581	5,397	84,906	785
		Total	70,119	16,626	153,468	4,554
XLIV	Mysore section (Southern Mahratta)	1st half	1,372	30,172	252,377	3,105
		2nd half	4,950	22,037	282,906	2,081
		Tota.	6,322	52,209	535,283	5,186
XLV	South Indian	1st half	451,609	640,311	547,903	29,003
		2nd half	510,347	579,898	574,021	28,569
		Total	961,956	1,220,209	1,121,924	57,572
XLVI	Máyavaram-Mutupet	1st half	72	5,301	56,227	110
		2nd half	8,054	4,067	50,543	72
		Total	8,126	9,368	106,770	182
XLVII	Assam-Bengal	1st half	4,490	67,064	91,524	...
		2nd half	808	23,249	76,194	1,520
		Total	5,298	90,313	167,718	1,520
XLVIII	Burma (*b*)	1st half	239,834	369,058	598,030	25,136
		2nd half	228,313	321,176	671,410	24,869
		Total	468,147	690,234	1,269,440	50,005
XLIX	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	133,602	231,555	445,294	2,082
	Dacca section	2nd half	131,995	299,768	468,594	2,245
		Total	265,597	531,323	913,888	4,327
LI	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LII	Rohilkund and Kumaon (Company's section). (*c*)	1st half	2,187	53,582	188,309	4,453
		2nd half	1,769	35,439	172,266	3,502
		Total	3,956	89,021	360,575	7,955
LIII	Bengal Dooars	1st half	10	6,945	15,544	2,283
		2nd half	47	3,340	15,750	2,466
		Total	57	10,285	31,294	4,749
	Total metre gauge carried over	1st half	1,351,973	3,271,952	5,139,799	144,984
		2nd half	1,466,387	2,418,056	5,430,645	138,198
		Total (*d*)	2,818,360	5,690,008	10,570,444	283,182

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1896.	Classification Number.	Remarks.
Coaching.	Goods.						
9,412,781	13,074,535	22,657,963	3,815,701	26,473,664	1st half		
9,710,166	11,506,701	21,360,862	3,565,442	24,926,304	2nd half		
19,122,947	24,581,236	44,018,825	7,381,143	51,399,968	Total		
44,868	94,893	139,761	26,471	166,232	1st half	XXXVI	
47,795	58,302	106,097	21,804	127,901	2nd half		
92,663	153,195	245,858	48,275	294,133	Total		
9,457,649	13,169,428	22,797,724	3,842,172	26,639,896	1st half		
9,757,961	11,565,003	21,466,959	3,587,246	25,054,205	2nd half		
19,215,610	24,734,431	44,264,683	7,429,418	51,694,101	Total		
366,739	583,041	949,780	180,529	1,130,309	1st half	XXXVIII	
377,939	459,626	837,565	161,352	998,917	2nd half		
744,678	1,042,667	1,787,345	341,881	2,129,226	Total		
					1st half	XXXIX	
					2nd half		
					Total		
1,146,718	1,869,366	2,845,437	452,185	3,297,622	1st half	XL	
1,158,694	1,409,115	2,423,814	357,141	2,780,955	2nd half		
2,305,412	3,278,481	5,269,251	809,326	6,078,577	Total		
3,504	2,935	6,439	1,945	8,384	1st half	XLI	
4,445	1,981	6,426	2,073	8,499	2nd half		
7,949	4,916	12,865	4,018	16,883	Total		
445,815	885,948	1,331,763	123,911	1,455,674	1st half	XLII	
475,301	875,351	1,350,652	125,710	1,476,362	2nd half		
921,116	1,761,299	2,682,415	249,621	2,932,036	Total		
47,583	58,515	106,098	2,267	108,365	1st half	XLIII	
72,021	66,648	138,669	1,319	139,988	2nd half		
119,604	125,163	244,767	3,586	248,353	Total		
113,020	174,006	287,026	25,773	312,799	1st half	XLIV	
132,509	179,465	311,974	27,171	339,145	2nd half		
245,529	353,471	599,000	52,944	651,944	Total		
734,930	933,896	1,668,826	286,455	1,955,281	1st half	XLV	
829,538	863,297	1,692,835	305,259	1,998,094	2nd half		
1,564,468	1,797,193	3,361,661	591,714	3,953,375	Total		
43,112	18,598	61,710	10,372	72,082	1st half	XLVI	
45,748	16,988	62,736	9,562	72,298	2nd half		
88,860	35,586	124,446	19,934	144,380	Total		
53,784	109,294	163,078	45,152	208,230	1st half	XLVII	
44,817	56,954	101,771	20,670	122,441	2nd half		
98,601	166,248	264,849	65,822	330,671	Total		
512,253	719,805	1,232,058	196,184	1,428,242	1st half	XLVIII	(b) The working of this railway has been transferred to a company from the 1st September 1896.
538,348	707,420	1,245,768	182,990	1,428,758	2nd half		
1,050,601	1,427,225	2,477,826	379,174	2,857,000	Total		
365,657	446,876	812,533	180,725	993,258	1st half	XLIX	
373,261	529,341	902,602	206,250	1,108,852	2nd half		
738,918	976,217	1,715,135	386,975	2,102,110	Total		
...	...	12,184	...	12,184	1st half	L	
		12,184		12,184	2nd half		
					Total		
83,498	165,033	248,531	49,145	297,676	1st half	LII	(c) Including the Lucknow-Bareilly section.
85,464	127,512	212,976	41,535	254,511	2nd half		
168,962	292,545	461,507	90,680	552,187	Total		
10,679	14,103	24,782	3,016	27,798	1st half	LIII	
10,828	10,775	21,603	4,217	25,820	2nd half		
21,507	24,878	46,385	7,233	53,618	Total		
3,927,292	5,981,416	9,738,061	1,557,659	11,295,720	1st half		
4,148,913	5,304,473	9,309,391	1,445,249	10,754,640	2nd half		
8,076,205	11,285,889	19,059,636	3,002,908	22,062,544	Total (d)		(d) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1896. [From No. XIV of

Classification Number.	Railway.	1896.	Train-miles.			
			Passengers.	Goods.	Mixed.	Light.
	Metre gauge—*concld.*					
	Brought forward METRE GAUGE	1st half	1,351,973	3,271,952	5,739,799	144,984
		2nd half	1,466,387	2,418,056	5,430,645	138,198
		Total (a)	2,818,360	5,690,008	10,570,444	283,182
LIV	Dibru-Sadiya	1st half	...	37,279	56,940	...
		2nd half	...	37,253	57,448	...
		Total	...	74,532	114,388	
LX	The Gaekwar's Mehsana	1st half	120	11,330	42,125	40
		2nd half	319	5,654	42,400	63
		Total	439	16,984	84,525	103
LXI	Kolhápur	1st half	3,276	560	18,076	...
		2nd half	4,856	616	16,848	...
		Total	8,132	1,170	34,924	...
LXII	Yesvantpur-Mysore frontier	1st half	10,609	8,766	28,788	2,112
		2nd half	21,785	4,233	35,432	346
		Total	32,394	12,999	64,220	2,458
LXIII	Mysore-Nanjangúd	1st half	8,319	...	4,470	15
		2nd half	11,580	322	4,980	...
		Total	19,899	322	9,450	15
LXVI	Jodhpore-Bikaneer—					
	Jodhpore section	1st half	2,419	19,937	140,018	364
		2nd half	1,134	17,238	141,400	360
		Total	3,553	37,175	281,418	724
	Bikaneer section	1st half	174	566	15,877	7
		2nd half	262	2,913	16,095	44
		Total	436	3,479	31,972	51
LXVII	Oodeypore-Chitor	1st half	114	1,965	21,840	54
		2nd half	392	753	22,080	126
		Total	506	2,718	43,920	180
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	41,191	118,996	165,145	7,228
		2nd half	40,947	42,173	132,449	3,533
		Total	82,138	161,169	297,594	10,761
LXIX	Jetalsar-Rájkot	1st half	1,395	4,594	15,962	541
		2nd half	1,765	2,422	16,100	645
		Total	3,160	7,016	32,062	1,186
	TOTAL METRE GAUGE	1st half	1,419,581	3,475,945	5,649,040	155,345
		2nd half	1,549,427	2,531,727	5,915,877	143,315
		Total (a)	2,969,008	6,007,672	11,564,917	298,660
	Special gauges.					
	Chegra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total				
LXXV	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total				
LXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	18,506	79,380	...	...
		2nd half	18,761	61,969	...	...
		Total	37,267	141,349	...	...
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	1,628	23,703	26,117	40
		2nd half	606	5,306	26,310	279
		Total	2,234	29,009	52,427	319
LXXX	Cooch Behar (2′ 6″)	1st half	176	327	8,008	...
		2nd half	416	384	8,271	...
		Total	592	711	16,279	...
LXXXI	Morvi (2′ 6″)	1st half	34,362	15,624	34,216	112
		2nd half	21,684	12,598	47,140	259
		Total	56,046	28,222	81,356	371
	TOTAL SPECIAL GAUGES	1st half	54,672	119,034	68,341	152
		2nd half	41,467	80,257	81,721	538
		Total	96,139	199,291	150,062	690
	TOTAL OF ALL GAUGES FOR THE YEAR		13,701,973	23,541,777	26,485,187	1,307,543

A—continued.

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1896.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1896.	Classification Number.	Remarks.
Coaching.	Goods.						
3,927,492	5,981,416	9,738,061	1,557,659	11,295,720	1st half		
4,148,913	5,304,473	9,309,391	1,445,249	10,754,640	2nd half		
8,076,205	11,285,889	19,059,636	3,002,908	22,062,544	Total(*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
18,980	75,239	94,219	35,421	129,640	1st half	LIV	
19,149	75,552	94,701	39,489	134,190	2nd half		
38,129	150,791	188,920	74,910	263,830	Total		
29,424	24,191	53,615	12,325	65,940	1st half	LX	
30,987	17,449	48,436	10,361	58,797	2nd half		
60,411	41,640	102,051	22,686	124,737	Total		
17,335	4,577	21,912	130	22,042	1st half	LXI	
16,270	6,044	22,314	102	22,416	2nd half		
33,605	10,621	44,226	232	44,458	Total		
20,999	29,276	50,275	303	50,578	1st half	LXII	
32,269	29,527	61,796	627	62,423	2nd half		
53,268	58,803	112,071	930	113,001	Total		
11,663	1,132	12,795	90	12,885	1st half	LXIII	
15,309	1,573	16,882	35	16,917	2nd half		
26,972	2,705	29,677	125	29,802	Total		
71,114	91,624	162,738	10,917	173,655	1st half	LXVI	
73,375	86,757	160,132	10,741	170,873	2nd half		
144,489	178,381	322,870	21,658	344,528	Total		
7,494	9,139	16,624	469	17,093	1st half		
7,551	11,763	19,314	532	19,846	2nd half		
15,045	20,893	35,938	1,002	36,939	Total		
14,871	9,102	23,973	3,160	27,133	1st half	LXVII	
16,471	6,880	23,351	3,272	26,623	2nd half		
31,342	15,982	47,324	6,432	53,756	Total		
154,283	177,777	332,560	24,161	356,721	1st half	LXVIII	
132,589	86,513	219,102	13,506	232,608	2nd half		
287,372	264,290	551,662	37,667	589,329	Total		
14,615	7,877	22,492	2,151	24,643	1st half	LXIX	
15,021	5,911	20,932	883	21,815	2nd half		
29,636	13,788	43,424	3,034	46,458	Total		
4,288,570	6,411,341	10,529,264	1,646,786	12,176,050	1st half		
4,507,904	5,632,442	9,996,351	1,524,797	11,521,148	2nd half		
8,796,474	12,043,783	20,537,799	3,171,583	23,709,382	Total (*a*)		
...	...	6,975	...	6,975	1st half		
...	...	7,195	...	7,195	2nd half		
		14,170		14,170	Total		
...	...	13,386	...	13,386	1st half	LXXV	
...	...	16,797	...	16,797	2nd half		
		30,183		30,183	Total		
18,506	79,380	97,886	...	97,886	1st half	LXXVI	
18,761	61,969	80,730	...	80,730	2nd half		
37,267	141,349	178,616	...	178,616	Total		
18,036	33,452	51,488	186	51,674	1st half	LXXVIII	
18,953	13,548	32,501	243	32,744	2nd half		
36,989	47,000	83,989	429	84,418	Total		
3,833	4,678	8,511	145	8,656	1st half	LXXX	
4,632	4,439	9,071	2,037	11,108	2nd half		
8,465	9,117	17,582	2,182	19,764	Total		
50,072	34,242	84,314	9,802	94,116	1st half	LXXXI	
56,017	25,664	81,681	7,260	88,941	2nd half		
106,089	59,906	165,995	17,062	183,057	Total		
90,447	181,752	262,560	10,133	272,693	1st half		
98,363	105,620	227,975	9,540	237,515	2nd half		
188,810	257,372	490,535	19,673	510,208	Total		
28,200,894	37,035,586	65,293,017	10,620,674	75,913,691			

APPENDIX.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	R	R	R
	STANDARD GAUGE.					
I	East Indian	1st half	(a)1,55,87,323	1,89,63,155	33,75,832	...
		2nd half	(a)1,53,34,196	1,81,87,029	28,52,833	...
		Total	3,09,21,519	3,71,50,184	62,28,665	...
III	Bengal-Nágpur	1st half	23,71,030	20,15,844	...	3,55,186
		2nd half	24,56,474	9,12,025	...	15,44,449
		Total	48,27,504	29,27,869	...	18,99,635
IV	Indian Midland	1st half	22,63,781	10,76,030	...	11,87,751
		2nd half	21,60,201	9,41,799	...	12,18,402
		Total	44,23,982	20,17,829	...	24,06,153
V	Bhopal-Itárei (British section)	1st half	44,807	33,058	...	11,749
		2nd half	45,300	29,688	...	15,612
		Total	90,107	62,746	...	27,361
VII	Wardha Coal	1st half	99,835	59,100	...	40,735
		2nd half	99,910	24,759	...	75,151
		Total	1,99,745	83,859	...	1,15,886
VIII	Dhond-Manmád	1st half	2,27,759	1,88,261	...	39,498
		2nd half	2,27,259	1,79,134	...	48,125
		Total	4,55,018	3,67,395	...	87,623
IX	Bezwada extension (East Coast State)	1st half	28,703	44,405	15,702	...
		2nd half	28,703	—5,910	...	34,613
		Total	57,406	38,495	...	18,911
X	Madras-Ennúr section (Bezwada-Madras)	1st half	11,194	3,491	...	7,703
		2nd half	11,530	6,705	...	4,825
		Total	22,724	10,196	...	12,528
XI	North Western	1st half	(b)1,12,04,443	66,35,573	...	45,68,870
		2nd half	(b)1,12,05,341	52,50,836	...	59,54,505
		Total	2,24,09,784	1,18,86,409	...	1,05,23,375
XII	Hyderabad-Shadipalli	1st half	35,609	32,833	...	2,776
		2nd half	35,811	31,543	...	4,268
		Total	71,420	64,376	...	7,044
XIII	Oudh and Rohilkhand	1st half	30,15,214	27,67,625	...	2,47,589
		2nd half	29,83,885	15,83,281	...	14,00,604
		Total	59,99,099	43,50,906	...	16,48,193
XIV	Eastern Bengal	1st half	(b)19,85,331	17,20,645	...	2,64,686
		2nd half	(b)20,05,156	35,78,498	15,73,342	...
		Total	39,90,487	52,99,143	13,08,656	...
	Bengal Central	1st half	2,86,847	1,45,574	...	1,41,273
		2nd half	2,82,328	2,01,158	...	81,170
		Total	5,69,175	3,46,732	...	2,22,443
XV	Calcutta Port Commissioners'	1st half	(c) 53,332	79,966	26,634	...
		2nd half	(c) 53,332	1,39,298	85,966	...
		Total	1,06,664	2,19,264	1,12,600	...
	TOTAL STANDARD GAUGE carried over	1st half	3,72,15,208	3,37,65,560	...	34,49,648
		2nd half	3,69,29,426	3,10,59,843	...	58,69,583
		Total	7,41,44,634	6,48,25,403	...	93,9,231

(a) Including contribution to Provident Fund and Annuity.
(b) Including annuity.
(c) Including contribution to Sinking Fund.

k.—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
	Standard gauge—*concld.*		£	£	£	£
	Brought forward standard gauge	1st half	3,72,15,208	3,37,65,560	...	34,49,648
		2nd half	3,69,29,426	3,10,59,843	...	58,69,583
		Total	7,41,44,634	6,48,25,403	...	93,19,231
XVI	East Coast	1st half	10,99,320	2,82,759	...	8,16,561
		2nd half	11,08,820	2,46,946	...	8,61,874
		Total	22,08,140	5,29,705	...	16,78,435
XVIII	Great Indian Peninsula	1st half	(a) 66,57,246	1,09,73,799	43,16,553	...
		2nd half	65,35,583	45,56,188	...	19,79,395
		Total	1,31,92,829	1,55,29,987	23,37,158	...
XIX	Bombay, Baroda and Central India	1st half	23,75,322	60,85,917	37,10,595	...
		2nd half	(a)24,59,191	29,04,852	4,45,661	...
		Total	48,34,513	89,90,769	41,56,256	...
XX	Madras	1st half	29,05,839	27,24,355	...	1,81,484
		2nd half	29,05,839	26,60,935	...	2,44,904
		Total	58,11,678	53,85,290	...	4,26,388
XXVII	Khándesh	1st half	10,141	17,687	7,546	...
		2nd half	10,452	6,760	...	3,692
		Total	20,593	24,447	3,854	...
XXVIII	Amráoti	1st half	8,988	31,496	22,508	...
		2nd half	9,014	11,376	2,362	...
		Total	18,002	42,872	24,870	
XXXI	Bhopal-Itársi (Native state section)	1st half	1,00,000	73,195	...	26,805
		2nd half	1,00,000	65,337	...	34,663
		Total	2,00,000	1,38,532	...	61,468
XXXII	The Nizam's Guaranteed state	1st half	(b) 13,56,291	9,52,323	...	4,03,968
		2nd half	(b) 12,60,711	7,75,873	...	4,84,838
		Total	26,17,002	17,28,196	...	8,88,806
XXXIII	Nágdá-Ujjain	1st half	...	...	...	...
		2nd half	38,048	17,762	...	20,286
		Total	38,048	17,762	...	20,286
XXXIV	The Gaekwar's Petlád	1st half	14,461	63,416	48,955	...
		2nd half	14,461	9,430	4,969	...
		Total	28,922	82,846	53,924	...
XXXV	Kolar Gold-fields	1st half	14,761	29,356	14,595	...
		2nd half	14,900	33,931	19,031	...
		Total	29,661	63,287	33,626	...
XXXVI	Rájpura-Bhátinda	1st half	1,33,811	2,77,937	1,44,126	...
		2nd half	1,33,922	1,71,085	37,163	...
		Total	2,67,733	4,49,022	1,81,289	...
XXXVII	Jammu and Kashmir (Native state section).	1st half	19,200	8,479	...	10,721
		2nd half	19,200	22,842	3,642	...
		Total	38,400	31,321	...	7,079
	Total standard gauge carried over (c)	1st half	5,19,10,588	5,52,86,279	33,75,691	...
		2nd half	5,15,39,567	4,25,53,160	...	89,86,407
		Total	10,34,50,155	9,78,39,439	...	56,10,716

(a) Including contribution to Provident Fund.
(b) Including contribution to Sinking Fund.
(c) Excluding the Godhra-Ratlam-Nágdá, the Delhi-Umballa-Kalka and the Tarkessur, the Bina-Goona and the Bhopal-Ujjain railways.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	R	R	R
	Brought forward STANDARD GAUGE METRE GAUGE.	1st half	5,19,10,588	5,52,86,279	33,75,691	...
		2nd half	5,15,39,567	4,25,53,160	...	89,86,407
		Total .	10,34,50,155	9,78,39,439	...	56,10,716
XXXVIII	Bengal and North Western— Tirhoot section	1st half	5,13,837	8,89,603	3,75,766	...
		2nd half	5,13,984	5,95,588	81,604	...
		Total .	10,27,821	14,85,191	4,57,370	...
	Company's section	1st half	7,24,595	(a) 10,44,691	3,20,186	...
		2nd half	7,41,975	(a) 7,12,363	...	29,612
		Total .	14,66,480	17,57,054	2,90,574	...
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	1,76,878	2,08,958	32,080	...
		2nd half	(a) 1,73,470	94,576	...	78,894
		Total .	3,50,348	3,03,534	...	46,814
XL	Rajputana-Malwa (b)	1st half	(a) 36,97,356	70,33,505	33,36,149	...
		2nd half	(a) 31,90,427	44,31,873	12,41,446	...
		Total .	68,87,783	1,14,65,378	45,77,595	...
XLI	Palanpur-Deesa	1st half	8,279	18,903	10,624	...
		2nd half	8,270	10,270	2,000	...
		Total .	16,549	20,173	12,624	...
XLII	Southern Mahratta	1st half	(c) & (d) 26,91,726	17,32,853	...	9,58,873
		2nd half	(c) & (d) 25,01,443	12,08,359	...	12,93,084
		Total .	51,93,169	29,41,212	...	22,51,957
XLIII	Guntakal-Mysore frontier . . .	1st half	1,17,731	(a) 1,04,351	...	13,380
		2nd half	1,17,885	1,06,339	...	11,546
		Total .	2,35,616	2,10,690	...	24,926
XLIV	Mysore section (Southern Mahratta) .	1st half	(a) & (c) 5,12,463	3,70,021	...	1,42,442
		2nd half	(a) & (c) 4,85,151	3,13,792	...	1,71,359
		Total .	9,97,614	6,83,813	...	3,13,801
XLV	South Indian	1st half	(a) & (c) 22,00,371	20,00,811	...	1,99,560
		2nd half	(a) & (c) 21,62,322	20,34,562	...	1,27,760
		Total .	43,62,693	40,35,373	...	3,27,320
XLVI	Máyavaram-Mutupet	1st half	48,802	47,002	...	1,800
		2nd half	49,059	52,359	3,300	...
		Total .	97,861	99,361	1,500	...
XLVII	Assam-Bengal	1st half	8,00,416	56,663	...	7,43,753
		2nd half	8,93,155	—23,425	...	9,16,580
		Total .	16,93,571	33,238	...	16,60,333
XLVIII	Burma (e)	1st half	15,08,982	20,51,529	5,42,547	...
		2nd half	18,83,380	9,34,222	...	9,49,158
		Total .	33,92,362	29,85,751	...	4,06,611
XLIX	Eastern Bengal— Northern and Behar sections (including the Ranuja-Dharlla, 2' 6" gauge, branch)	1st half	8,00,263	13,66,324	5,66,061	...
		2nd half	8,02,138	20,97,697	12,95,559	...
		Total .	16,02,401	34,64,021	18,61,620	...
	Dacca section	1st half	1,34,683	1,01,608	...	33,075
		2nd half	1,34,714	1,37,514	2,800	...
		Total .	2,69,397	2,39,122	...	30,275
	TOTAL METRE GAUGE carried over	1st half	1,39,36,292	1,70,26,822	30,90,530	...
		2nd half	1,36,57,373	1,27,06,089	...	9,51,284
		Total .	2,75,93,665	2,97,32,911	21,39,246	...

(a) Including contribution to Provident Fund.
(b) Including the Godhra-Ratlam-Nágdá railway.
(c) Including share of surplus profits payable to the working company.
(d) Including contribution to Provident Fund and interest on advance by the Secretary of State.
(e) The working of this railway has been transferred to a company from the 1st September 1896.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1896.

Classification Number.	Railway.	1896.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
	METRE GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	1,39,36,292	1,70,26,822	30,90,530	...
		2nd half	1,36,57,373	1,27,06,089	...	9,51,284
		Total	2,75,93,665	2,97,32,911	21,39,246	...
LIV	Dibru-Sadiya	1st half	(a) 2,10,233	1,52,694	...	57,439
		2nd half	2,18,056	1,59,592	...	58,464
		Total	4,28,189	3,12,286	...	1,15,903
LX	The Gaekwar's Mehsána	1st half	64,501	1,91,519	1,27,018	...
		2nd half	65,267	79,743	14,476	...
		Total	1,29,768	2,71,262	1,41,494	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	3,51,631	7,07,135	3,55,504	...
		2nd half	3,51,264	2,82,139	...	69,125
		Total	7,02,895	9,89,274	2,86,379	...
LXIX	Jetalsar-Rájkot	1st half	30,222	46,550	16,328	...
		2nd half	30,479	37,688	7,209	...
		Total	60,701	84,238	23,537	...
	TOTAL METRE GAUGE (b)	1st half	1,45,92,279	1,81,24,720	35,31,941	...
		2nd half	1,43,22,439	1,32,65,251	...	10,57,188
		Total	2,89,15,218	3,13,89,971	24,74,753	...
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	7,039	11,446	...	5,593
		2nd half	7,007	774	...	7,781
		Total	14,046	672	...	13,374
LXXV	Jorhát (2′ 0″)	1st half	16,581	7,955	...	24,536
		2nd half	17,011	21,700	4,689	...
		Total	33,592	13,745	...	19,847
LXXVII	The Gaekwar's Dabhoi (2′ 6″)	1st half	38,489	96,024	57,535	...
		2nd half	40,148	29,633	...	10,515
		Total	78,637	1,25,657	47,020	...
LXXX	Cooch Behar (2′ 6″)	1st half	14,888	18,631	3,743	...
		2nd half	15,246	19,939	4,693	...
		Total	30,134	38,570	8,436	...
LXXXI	Morvi (2′ 6″)	1st half	47,523	1,16,848	69,325	...
		2nd half	47,646	64,773	17,127	...
		Total	95,169	1,81,621	86,452	
	TOTAL SPECIAL GAUGES (c)	1st half	1,24,520	2,24,994	1,00,474	...
		2nd half	1,27,058	1,35,271	8,213	...
		Total	2,51,578	3,60,265	1,08,687	...
	TOTAL OF ALL GAUGES FOR THE YEAR		13,26,16,951	12,95,89,675	...	30,27,276

(a) Figures obtained from Chapter II, Part II of the Administration Report.
(b) Excluding the Deeghur, the Rohilkund and Kumaon (Company's section), the Bengal Dooars, the Kolhápur, the Yeswantpur-Mysore frontier, and the Mysore-Nanjangúd and the Jodhpore-Bikaneer railways, but including the Godhra-Ratlam Nágdá railway.
(c) Excluding the Darjeeling-Himalayan railway.

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1896.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

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APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896.

Progressive number.	Headings.	1896.	STANDARD							
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY TED COM
			I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system. (b)	XI. North Western railway system, excluding military lines. (d)	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal. (e)	XVI. East Coast.	XVIII. Great Indian Peninsula railway system. (f)	XIX. Bombay, Baroda and Central India railway system. (g)
	DESCRIPTION OF RAILWAY WORKED.										
1	Gauge of railway	1st half	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
		2nd „	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
2	Mean mileage worked . . . *Miles*	1st half	(a)1,919·32	862·33	941·53	1,856·96	797·18	374·56	468·28	1,490·23	596·62
		2nd „	(a)1,919·59	862·33	941·53	1,915·82	801·52	374·95	499·28	1,490·47	647·19
3	Number of stations . . . . *No.*	1st half	266	94	(c)121	261	122	96	74	217	108
		2nd „	273	95	(c)119	281	126	96	76	218	112
4	Total length of the following gradients:										
	(a) 1/150 and less . . . . *Miles*	1st half	5·76	...	...	1·23	...	...	...	19·31	...
		2nd „	5·78	...	...	1·23	...	...	...	19·31	...
	(b) 1/81 to 1/150 . . . . „	1st half	13·70	...	6·75	19·16	...	...	...	2·36	1·35
		2nd „	13·70	...	6·75	19·16	...	...	...	2·36	1·35
	(c) 1/81 to 1/100 . . . . „	1st half	27·54	83·44	4·20	76·85	...	...	...	62·10	0·51
		2nd „	27·54	83·44	4·20	76·85	...	...	...	62·10	0·51
	(d) 1/101 to 1/200 . . . . „	1st half	161·20	274·66	232·69	104·14	5·04	0·55	198·78	516·07	88·85
		2nd „	161·20	274·66	286·58	100·14	5·04	0·55	124·32	516·07	114·33
	(e) 1/201 to 1/300 . . . . „	1st half	120·72	80·48	70·63	89·02	18·05	1·09	46·25	204·78	20·47
		2nd „	120·72	80·48	85·35	89·02	18·05	1·09	47·57	204·78	25·52
5	Steepest gradient worked—										
	(a) Inclination	1st half	1/80	1/82	1/80	1/80	1/100	1/101	1/100	1/87	1/80
		2nd „	1/80	1/82	1/80	1/80	1/100	1/101	1/100	1/87	1/80
	(b) Length . . . . *Miles*	1st half	3·98	0·40	2·40	0·62	0·40	0·14	75·77	5·85	1·35
		2nd „	3·98	0·40	2·40	0·62	0·40	0·14	78·01	5·85	1·35
	FINANCIAL RESULTS.										
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . *Per cent.*	1st half	4·81	2·03	1·20	2·10	2·64	2·81	0·53	3·88	5·30
		2nd „	4·58	0·92	1·07	1·63	1·51	5·65	0·45	1·63	2·39
7	Percentage of net earnings for each half-year on paid up capital . . . „	1st half	...	2·03	1·21	...	...	...	...	3·88	6·14
		2nd „	...	0·90	1·06	...	...	...	...	1·63	2·78
	OUTLAY, EARNINGS AND EXPENSES. *(Exclusive of Steam-boat Service.)*										
8	Capital outlay per mile open . . *R*	1st half	2,06,997	1,12,412	1,27,418	1,64,834	1,28,275	2,30,518	1,02,870	2,13,665	1,90,607
		2nd „	2,07,616	1,12,903	1,27,368	1,55,227	1,26,506	2,37,209	1,04,441	2,13,727	1,85,916
9	Total earnings per mile open per week „	1st half	571	166	120	304	238	385	101	541	684
		2nd „	542	118	118	253	181	611	87	348	417
10	Total working expenses per mile open per week . . . . „	1st half	186	76	68	162	104	193	74	252	265
		2nd „	172	77	70	142	105	222	65	224	241
11	Total earnings per train-mile . . „	1st half	4·75	4·43	3·69	4·00	3·87	4·03	2·69	4·26	6·98
		2nd „	4·50	3·62	3·59	3·66	3·24	4·90	2·59	3·30	5·33
12	Total working expenses per train-mile „	1st half	1·54	2·03	2·10	2·13	1·70	2·03	1·97	1·99	2·70
		2nd „	1·43	2·37	2·13	2·06	1·88	1·78	1·95	2·13	3·08
13	Net earnings per train-mile . . „	1st half	3·20	2·40	1·59	1·87	2·17	2·00	0·72	2·27	4·28
		2nd „	3·07	1·25	1·46	1·60	1·36	3·12	0·64	1·17	2·25
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . „	1st half	4·01	4·93	6·45	6·21	5·00	7·00	6·11	6·54	6·75
		2nd „	3·72	6·25	6·40	6·26	6·41	5·01	6·04	7·59	9·15
15	Percentage of total working expenses on total earnings . . . *Per cent.*	1st half	32·54	45·81	56·82	53·35	43·84	50·23	73·34	46·67	38·76
		2nd „	31·81	65·57	59·30	56·26	57·99	36·36	75·27	64·48	57·79
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . „	1st half	30·81	44·03	55·77	51·31	42·17	49·34	69·50	45·06	37·66
		2nd „	30·38	64·06	58·27	54·98	56·98	35·81	73·73	63·35	57·04
	(Inclusive of Steam-boat Service.)										
17	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . *Per cent.*	1st half	32·69	45·81	56·82	53·39	43·84	50·32	77·49	46·67	38·76
		2nd „	32·06	65·57	59·30	56·31	57·99	36·69	78·51	64·48	57·79

(a) Including 34·50 miles of the Eastern Bengal State railway, and 1·00 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(b) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways excepting items 6 to 8.
(c) Including Agra Junction and Tándla.
(d) Including the Hyderabad-Shadipalli, the Rájpura-Bhátinda, and the Jammu and Kashmir railways excepting items 6 and 8.
(e) Including the Bengal Central railway excepting items 6, 8 and 196 to 199.
(f) Including the Dhond-Manmád, the Wardha Coal, the Khámgaon, and the Amráoti railways, excepting items 6 to 8 and 196 to 199.
(g) Including the Godhra-Kutlam-Nágdá, the Gaikwar's Petlád and the Nágdá-Ujjain railways excepting item 7.

A—*continued.*

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1896.

GAUGE.		METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
										LXVI. Jodhpore-Bickaneer.		LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.(h)	XXXVIII. Bengal and North-Western railway system.(i)	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma. (j)	XLIX. Eastern Bengal including the Kaunia-Dharla (2′ 6″ gauge) branch.	L. Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.			
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	1st half	1
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2nd ,,	
855·26	354·70	756·30	1,844·16	1,556·20	1,103·38	158·89	869·22	564·39	250·75	320·50	43·50	379·69	1st half	2
857·68	354·70	763·52	1,844·24	1,556·20	1,103·38	178·22	873·94	564·39	268·13	320·50	43·50	379·69	2nd ,,	
158	44	129	258	205	168	25	132	84	46	36	4	56	1st half	3
160	44	133	258	205	168	42	143	84	46	36	4	56	2nd ,,	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	1st half	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	2nd ,,	
22·64	...	...	0·23	48·37	...	...	8·18	...	6·41	...	...	0·07	1st half	
22·64	...	...	0·23	48·37	...	...	8·18	...	6·41	...	...	0·07	2nd ,,	
50·13	83·60	...	19·59	499·56	110·39	...	14·00	0·07	7·29	...	...	0·15	1st half	4
50·13	83·60	...	19·59	499·56	119·39	...	14·53	0·07	7·29	...	...	0·15	2nd ,,	
197·69	113·01	3·42	335·54	240·27	207·91	5·80	86·87	10·21	4·40	44·85	12·46	107·71	1st half	
197·69	113·01	3·42	332·54	240·27	207·91	37·04	92·38	10·21	4·40	44·85	12·46	107·71	2nd ,,	
124·10	81·01	3·06	153·52	93·36	81·80	9·02	79·71	9·94	5·81	27·90	4·32	54·68	1st half	
124·10	81·01	3·06	152·84	93·86	81·80	16·66	84·62	9·94	5·81	27·90	4·32	54·68	2nd ,,	
1/20	1/100	1/100	1/20	1/20	1/100	1/100	1/20	1/100	1/20	1/100	1/100	1/27	1st half	
1/20	1/100	1/100	1/20	1/20	1/100	1/100	1/20	1/100	1/20	1/100	1/100	1/27	2nd ,,	
0·80	2·52	3·42	3·40	2·94	3·12	0·29	2·29	0·07	3·00	11·50	1·02	0·07	1st half	5
0·80	2·52	3·42	3·40	2·94	3·12	0·77	2·29	0·07	3·00	11·50	1·02	0·07	2nd ,,	
2·26	2·34	3·53	4·91	1·88	2·58	0·43	2·72	3·14	2·79	6·96	3·70	3·95	1st half	6
2·21	1·90	2·38	3·27	1·40	2·63	−0·09	1·21	4·77	1·40	4·45	4·04	1·68	2nd ,,	
2·26	1·76	...	...	...	...		...	...	...	...	...	...	1st half	7
2·22	1·54	...	...	...	...		...	...	...	...	...	...	2nd ,,	
1,39,530	1,20,441	68,936	73,927	77,377	69,867	73,311	83,232	81,244	37,431	20,144	22,375	(k) 50,167	1st half	8
1,39,837	1,20,590	63,822	74,070	77,507	69,885	83,404	84,562	81,349	37,742	20,141	22,375	(k) 50,195	2nd ,,	
250	198	152	239	121	165	86	190	177	94	78	51	137	1st half	9
248	177	117	184	106	157	57	145	218	78	61	56	94	2nd ,,	
126	90	62	98	64	94	72	98	79	54	24	19	61	1st half	10
127	90	57	90	64	84	62	103	72	55	29	21	57	2nd ,,	
4·38	4·84	3·14	3·90	2·70	2·73	2·17	3·48	3·19	2·87	4·02	3·46	3·82	1st half	11
4·34	4·07	2·78	3·52	2·25	2·55	2·60	2·63	3·55	2·54	3·20	3·27	3·39	2nd ,,	
2·21	2·20	1·28	1·60	1·44	1·54	1·82	1·79	1·42	1·65	1·23	1·29	1·69	1st half	12
2·22	2·06	1·35	1·72	1·36	1·36	2·83	1·87	1·17	1·82	1·41	1·23	2·06	2nd ,,	
2·17	2·64	1·86	2·30	1·26	1·19	0·35	1·69	1·77	1·23	2·78	2·17	2·13	1st half	13
2·12	2·02	1·43	1·80	0·89	1·19	−0·23	0·76	2·38	0·72	1·79	2·04	1·33	2nd ,,	
7·41	5·78	5·68	7·25	7·72	9·11	9·26	9·04	8·15	7·60	6·07	5·62	10·51	1st half	14
7·41	5·54	5·95	8·00	7·96	8·20	13·73	10·02	6·51	7·64	7·47	5·25	13·53	2nd ,,	
50·44	45·40	40·75	41·02	53·37	56·59	84·02	51·36	44·35	57·34	30·79	37·40	44·36	1st half	15
51·18	50·72	48·47	48·93	60·47	53·37	108·87	71·02	32·92	71·59	43·99	37·71	60·69	2nd ,,	
49·92	44·11	40·06	39·61	51·90	55·71	83·93	50·54	43·87	56·96	30·70	37·38	44·15	1st half	16
50·58	49·40	47·65	48·19	58·77	52·50	108·99	70·28	32·47	71·08	43·91	37·63	60·54	2nd ,,	
50·44	45·40	40·38	41·02	53·37	56·59	84·02	52·41	47·44	57·34	30·79	37·40	44·36	1st half	17
51·18	50·72	48·55	48·93	60·47	53·37	108·87	71·68	36·05	71·59	43·99	37·71	60·69	2nd ,,	

(*h*) Including the Bezwada extension of the East Coast State railway excepting items 6 to 8.
(*i*) Although for convenience classed amongst state railways, the company's section of the line is the property of the Bengal and North-Western Railway Company.
(*j*) The working of this line has been transferred to a company from the 1st September 1896.
(*k*) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

APPENDIX

STATISTICS OF INDIAN STANDARD

Half-years ended the 30th June and the 31st December 1896.

Progressive number.	Headings.	1896.	State lines worked by companies. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by com XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.										
18	Total working expenses for both coaching and goods traffic* . . . *R*	1st half	88,77,603	16,23,906	16,01,133	75,86,301	20,51,898	18,07,494	8,78,154	95,69,259	39,52,018
		2nd „	81,94,686	16,22,062	16,53,821	68,68,302	20,95,366	20,23,410	8,20,607	84,85,417	39,02,308
	Proportions, *dividing expenditure in ratio† of gross ton-mileage (freight and dead-load).*										
19	Coaching . . . . „	1st half	24,52,584	4,17,742	6,24,533	24,94,259	7,53,762	8,23,757	3,20,986	28,27,925	11,91,432
		2nd „	23,70,925	5,23,016	6,18,458	25,10,870	8,74,051	6,11,421	3,68,177	33,33,194	16,59,322
20	Goods . . . . „	1st half	64,25,019	12,06,164	9,76,600	50,92,042	12,98,136	9,83,737	5,57,168	67,41,334	27,60,586
		2nd „	58,23,761	10,99,046	10,35,363	43,57,432	12,21,315	14,11,989	4,52,430	51,52,223	22,42,986
	Multiplier for converting results based on the ton-mileage division of expenses into results based on—										
	Train-mileage. Coaching (*items 77 to 80 and items 81 to 88 partially*)‡ . .	1st half	1·42	1·12	1·22	1·35	1·17	1·30	0·95	1·33	1·52
		2nd „	1·43	1·11	1·28	1·30	1·13	1·52	1·01	1·25	1·31
	Train-mileage. Goods (*items 113 to 115a and items 116 to 118 partially*)‡ . .	1st half	0·84	0·96	0·86	0·83	0·90	0·75	1·03	0·86	0·78
		2nd „	0·83	0·95	0·83	0·83	0·91	0·78	0·99	0·84	0·77
	Coaching and goods earnings. Coaching (*items 77 to 80 and items 81 to 88 partially*)‡ . .	1st half	1·28	0·98	1·13	1·14	1·22	1·10	1·51	0·82	0·98
		2nd „	1·15	0·93	1·08	1·06	1·11	0·95	1·29	0·88	0·97
	Coaching and goods earnings. Goods (*items 113 to 115a and items 116 to 118 partially*)‡ . .	1st half	0·89	1·01	0·92	0·93	0·87	0·92	0·71	1·07	1·01
		2nd „	0·94	1·03	0·95	0·97	0·92	1·02	0·76	1·08	1·02
	COACHING TRAFFIC.										
	Gross receipts and train-mileage—										
21	Receipts from coaching traffic *R*	1st half	99,55,329	8,65,408	12,61,587	53,82,304	21,36,024	17,87,888	6,66,650	50,51,668	30,74,057
		2nd „	88,63,128	7,29,544	11,40,753	47,55,871	16,39,081	16,74,538	6,37,711	45,67,828	28,24,722
22	Coaching train-miles run *No.*	1st half	2,359,918	241,570	379,525	1,629,024	545,588	548,680	158,696	1,937,741	696,190
		2nd „	2,475,763	262,917	386,465	1,637,602	547,409	558,643	196,877	2,003,583	731,908
23	Average coaching receipts per train-mile . . . . *R*	1st half	4·22	3·58	3·32	3·30	3·92	3·26	4·20	2·61	4·42
		2nd „	3·58	2·77	2·95	2·90	2·99	3·00	3·24	2·28	3·86
	UNITS AND UNIT-MILEAGE—										
	Number of units carried one mile—										
24	1st class . . . *Unit-miles*	1st half	4,230,592	259,649	1,081,957	2,845,245	1,132,582	787,711	114,710	4,342,569	1,619,760
		2nd „	4,011,190	303,577	1,129,764	2,869,910	843,484	929,984	126,261	4,742,452	1,331,537
25	2nd „ . . . . „	1st half	12,635,599	624,314	2,830,905	8,943,955	3,140,627	2,053,739	459,132	18,980,515	9,201,297
		2nd „	12,698,921	662,719	3,456,729	8,610,413	2,912,114	2,208,477	340,414	20,169,325	8,665,956
26	3rd or intermediate class . „	1st half	37,634,457	1,063,556	(*a*)18,143,874	31,671,161	3,580,036	12,302,951	...	(*a*)27,809,452	29,624,139
		2nd „	33,111,008	914,992	(*a*)13,609,647	27,236,422	3,035,417	12,502,974	(*c*)95,289	(*a*)21,956,020	25,261,199
27	4th or lowest „ . „	1st half	576,162,853	72,154,668	(*b*)49,194,920	336,431,764	132,702,740	96,747,218	56,341,533	(*b*)307,983,433	158,260,819
		2nd „	498,291,879	57,087,526	(*b*)45,676,870	290,189,886	99,430,734	89,923,480	54,909,167	(*b*)278,056,055	448,710,571
28	Total passenger unit-mileage „	1st half	630,663,501	74,102,187	71,251,656	379,892,125	140,555,985	111,891,619	56,915,375	359,115,969	198,706,015
		2nd „	548,112,998	58,968,146	63,873,010	328,906,631	106,221,749	105,564,915	55,471,131	324,923,852	183,969,263
29	Other coaching traffic . *Ton-miles*	1st half	6,560,443	307,771	1,015,576	3,026,605	859,681	676,548	175,054	4,370,371	2,351,931
		2nd „	6,573,054	431,140	933,302	3,666,949	765,494	592,535	122,820	3,559,897	2,094,343
	Average sum received for carrying a unit one mile—										
30	1st class . . . *Pies*	1st half	15·26	13·92	11·12	10·80	11·54	14·21	17·85	11·00	9·91
		2nd „	15·61	13·24	10·90	10·89	11·38	11·57	18·98	10·94	9·85
31	2nd „ . . . . „	1st half	6·37	5·41	4·85	4·27	4·95	6·20	7·24	3·99	4·71
		2nd „	6·62	5·41	4·44	4·41	4·96	6·05	9·32	3·92	4·81
32	3rd or intermediate class „	1st half	3·31	2·84	(*a*)2·98	3·00	4·00	3·06	...	(*a*)3·00	2·99
		2nd „	3·39	2·85	(*a*)2·98	3·00	4·00	3·04	(*c*) 4·50	(*a*)3·00	2·99
33	4th or lowest „ . „	1st half	2·51	1·97	(*b*)2·54	2·25	2·50	2·57	2·00	(*b*)1·96	2·35
		2nd „	2·51	2·00	(*b*)2·54	2·25	2·50	2·55	2·00	(*b*)1·94	2·34
34	Average for all classes . „	1st half	2·72	2·05	2·87	2·42	2·67	2·77	2·07	2·26	2·62
		2nd „	2·75	2·11	2·88	2·44	2·68	2·76	2·09	2·27	2·60
35	Other coaching traffic per ton-mile . . . „	1st half	29·81	45·93	36·84	37·19	41·22	48·99	55·89	36·60	30·01
		2nd „	29·34	36·88	37·30	29·80	39·09	50·06	52·76	39·27	30·76

* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, *viz.*—

First class passenger with free luggage . . . . . = 0·10 ton
Second „ „ „ . . . . . = 0·08 „
Third or fourth class passenger with free luggage . . . . . = 0·06 „

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.
(*c*) The intermediate class service was introduced with effect from the 15th July 1896.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1896.

GAUGE.		METRE GAUGE.												
GUARANTEED PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPA Y	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharlla (2' 6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section.	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
27,12,198	7,97,951	10,88,032	45,07,656	25,33,961	26,16,873	2,91,783	21,36,162	11,28,039	3,39,845	1,91,567	16,751	5,80,719	1st half	18
27,51,019	7,98,280	10,35,646	41,17,722	25,10,865	23,34,627	2,78,291	22,80,573	10,25,094	2,26,760	2,16,349	18,104	4,70,804	2nd ,,	
10,03,715	1,96,634	3,65,006	13,21,134	8,53,658	12,14,724	1,00,738	8,02,045	4,09,560	1,14,655	84,859	7,498	2,55,373	1st half	19
10,02,498	1,84,544	4,10,774	14,74,729	9,06,064	11,50,912	1,17,135	8,83,784	3,35,197	1,11,012	97,642	6,730	2,86,972	2nd ,,	
17,08,183	6,01,917	7,23,025	31,86,522	16,80,303	14,02,149	1,91,045	13,34,117	7,18,479	2,25,190	1,06,708	9,253	3,25,346	1st half	20
17,48,521	6,13,742	6,24,872	26,42,993	16,04,801	11,83,715	1,61,156	13,96,789	6,89,897	1,65,748	1,18,707	11,374	1,83,832	2nd ,,	
1'39	1'26	1'15	1'35	1'08	0'92	0'96	1'11	1'24	1'00	0'99	1'01	1'08	1st half	
1'41	1'24	1'14	1'31	1'08	1'01	1'05	1'12	1'26	1'00	1'02	1'05	1'01	2nd ,,	
0'77	0'92	0'92	0'85	0'96	1'03	1'02	0'94	0'86	1'00	1'01	0'99	0'93	1st half	
0'76	0'93	0'91	0'83	0'95	0'99	0'97	0'93	0'87	1'00	0'99	0'97	0'99	2nd ,,	
1'18	1'15	1'25	1'22	1'17	1'17	1'91	1'36	1'24	1'32	1'02	0'97	1'04	1st half	
1'16	1'20	1'16	1'12	1'13	1'10	1'46	1'40	1'16	1'23	0'99	0'92	1'09	2nd ,,	
0'89	0'95	0'87	0'91	0'91	0'85	0'52	0'78	0'86	0'83	0'98	1'02	0'97	1st half	
0'91	0'94	0'90	0'93	0'93	0'91	0'67	0'75	0'92	0'85	1'01	1'05	0'86	2nd ,,	
23,86,577	5,03,064	11,96,422	40,02,629	18,93,743	25,47,846	2,29,372	21,58,069	11,56,137	2,87,043	2,91,837	22,915	6,08,439	1st half	21
22,81,799	4,40,946	10,24,858	34,45,108	17,06,276	23,93,358	1,56,704	17,50,965	12,02,636	2,37,032	2,23,817	19,629	5,24,353	2nd ,,	
654,772	116,463	366,739	1,161,694	656,414	781,106	53,784	512,254	365,657	83,498	71,114	7,494	169,398	1st half	22
656,682	114,999	377,939	1,173,305	743,679	878,545	44,817	538,348	373,261	85,464	73,375	7,551	147,610	2nd ,,	
3'64	4'32	3'26	3'45	2'88	3'26	4'26	4'21	3'16	3'44	4'10	3'06	3'59	1st half	23
3'47	3'83	2'71	2'94	2'29	2'72	3'50	3'25	3'22	2'77	3'05	2'60	3'55	2nd ,,	
1,708,316	373,830	245,868	1,130,151	877,897	615,754	24,599	693,153	373,659	109,715	55,185	6,270	175,039	1st half	24
1,918,867	303,576	239,454	879,480	872,722	564,798	29,585	588,676	484,470	107,189	46,340	4,604	137,623	2nd ,,	
5,376,384	1,533,863	426,410	3,656,034	3,084,450	4,878,387	95,238	4,336,713	1,388,111	466,861	251,727	17,197	1,196,751	1st half	25
4,662,884	1,543,307	367,063	3,154,017	2,403,280	4,417,692	84,556	3,390,338	1,394,602	380,225	180,373	15,848	994,636	2nd ,,	
...	(a)6,930,202	865,730	10,359,586	...	...	...	...	4,680,333	207,459	...	...	...	1st half	26
...	(a)5,752,856	755,701	8,290,000	...	...	...	...	4,922,534	167,288	...	...	...	2nd ,,	
169,191,207	(b)27,293,547	101,290,146	312,969,097	151,456,386	220,126,742	13,712,363	121,939,132	67,545,158	17,654,970	24,128,449	1,863,251	36,681,359	1st half	27
162,690,939	(b)25,081,572	86,329,167	267,050,412	135,816,876	206,735,606	9,110,875	100,944,021	71,191,236	13,396,785	18,208,867	1,534,503	31,851,547	2nd ,,	
176,275,907	36,131,442	102,828,134	328,114,868	155,418,733	225,620,883	13,832,199	126,968,998	74,187,261	18,439,005	24,435,361	1,886,718	38,053,149	1st half	28
169,272,690	32,681,311	87,691,385	279,373,909	139,092,878	211,718,096	9,225,016	104,923,035	77,992,842	14,051,487	18,435,580	1,554,955	32,983,806	2nd ,,	
2,571,848	257,890	319,207	2,345,682	800,079	468,395	33,885	370,653	458,295	106,749	142,280	12,795	159,900	1st half	29
2,563,503	224,056	348,384	2,142,650	750,810	424,636	32,673	346,012	445,007	99,454	128,073	16,241	130,482	2nd ,,	
11'55	15'28	20'72	13'83	11'53	11'70	15'65	13'72	13'56	27'86	18'00	18'00	11'03	1st half	30
9'83	14'72	21'41	13'32	11'36	11'77	15'81	14'02	13'55	27'71	18'00	18'00	11'07	2nd ,,	
4'52	4'83	9'72	5'93	4'84	3'85	8'33	5'00	6'09	12'29	6'00	6'00	5'44	1st half	31
4'98	4'48	10'21	6'26	5'29	3'83	8'07	5'56	6'34	13'52	6'00	6'00	5'44	2nd ,,	
...	(a)2'50	4'82	2'99	...	...	...	...	3'11	4'00	...	...	...	1st half	32
...	(a)2'50	4'88	2'99	...	...	...	...	3'03	4'01	...	...	...	2nd ,,	
2'11	(b)2'00	2'00	2'00	2'00	1'99	3'00	3'00	2'50	2'21	2'00	2'00	2'75	1st half	33
2'10	(b)2'00	2'00	2'00	2'00	2'00	3'00	2'88	2'50	2'25	2'00	2'00	2'75	2nd ,,	
2'27	2'35	2'10	2'12	2'11	2'06	3'06	3'13	2'69	2'64	2'08	2'09	2'87	1st half	34
2'26	2'32	2'11	2'12	2'11	2'06	3'09	3'03	2'67	2'77	2'08	2'09	2'87	2nd ,,	
36'80	44'79	42'84	31'10	44'71	51'84	50'88	46'82	48'76	61'12	37'05	35'72	47'25	1st half	35
35'22	38'96	46'34	32'62	44'70	53'61	49'09	52'51	50'75	66'53	36'27	33'13	47'22	2nd ,,	

‡ To arrive at the average profit on working, convert the items showing cost per unit (77 to 80 for coaching, and 113 to 115(*a*) for goods) into their respective equivalents on the $\frac{\text{train-mileage}}{\text{coaching and goods earnings}}$ basis, and then deduct the items so converted from the receipts per unit (items 23, 34, and 56 to 60 for coaching, and 91, 93 and 102 for goods).

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896.

STANDARD

Progressive number.	Headings.	1896.	State lines worked by companies. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North-Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by third com XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*contd.*										
	Units and Unit-mileage—*concld.*										
	Average number of units in a train—										
36	1st class . . . *No.*	1st half	1·79	1·07	2·85	1·75	2·07	1·44	0·72	2·24	2·33
		2nd „	1·62	1·15	2·92	1·75	1·54	1·66	0·64	2·37	1·82
37	2nd „ . . . „	1st half	5·35	2·58	7·46	5·49	5·36	3·74	2·89	9·80	13·22
		2nd „	5·13	4·52	8·94	5·26	5·32	3·95	1·73	10·06	11·84
38	3rd or intermediate class „	1st half	15·95	4·40		19·44	6·56	22·42	...	(a)14·35	43·55
		2nd „	13·37	3·48		16·63	5·54	22·38	(c)0·48	(a)10·96	34·51
39	4th or lowest „ . „	1st half	244·15	298·70	177·43	206·52	243·23	176·33	355·03	(b)158·94	287·32
		2nd „	201·27	214·13	153·41	177·21	181·64	160·97	278·90	(b)138·78	203·18
40	Total passenger units „	1st half	267·24	306·75	187·74	233·20	257·62	203·93	358·64	185·33	285·42
		2nd „	221·39	224·28	165·27	200·85	194·04	188·96	281·75	162·17	251·35
41	Other coaching traffic . *Tons*	1st half	2·78	1·27	2·68	1·86	1·58	1·23	1·10	2·26	3·38
		2nd „	2·65	1·64	2·41	2·24	1·40	1·06	0·62	1·78	2·86
	Vehicles and Vehicle-mileage—										
	Number of coaching vehicles hauled one mile—										
42	1st class . . . *Vehicle-miles*	1st half	3,702,875	395,660	892,258	2,276,216	1,056,693	697,560	233,265	3,154,640	699,460
		2nd „	3,944,739	405,266	859,776	2,226,501	980,908	724,355	270,586	3,169,020	716,101
43	2nd „ . . . „	1st half	3,900,142	481,917	830,625	2,299,900	882,646	710,280	228,666	4,269,454	1,175,782
		2nd „	4,182,817	489,998	857,244	2,254,613	910,617	744,621	248,538	4,267,347	1,203,291
44	3rd or intermediate class „	1st half	3,643,056	341,070	(a)994,953	2,493,454	1,068,329	1,194,949	...	(a)1,736,489	911,761
		2nd „	3,507,124	346,592	(a)870,113	2,535,238	923,514	1,313,764	(c)44,408	(a)1,684,869	851,739
45	4th or lowest „ „	1st half	25,560,857	4,120,420	(b)2,064,423	13,200,834	5,750,219	4,282,339	2,298,684	(b)12,863,731	5,361,525
		2nd „	24,962,988	3,792,637	(b)2,218,151	13,306,476	5,391,393	4,417,137	2,564,510	(b)13,134,236	5,599,695
46	Other vehicles . . „	1st half	4,271,733	247,309	986,280	2,580,672	640,630	991,912	297,137	2,590,296	1,008,373
		2nd „	4,337,069	279,993	865,616	2,682,439	556,180	1,005,326	480,733	2,528,048	1,069,819
47	Brake-vans . . „	1st half	5,155,220	422,844	727,595	3,212,602	994,892	551,727	258,288	3,388,863	1,031,072
		2nd „	5,214,654	441,883	762,916	3,320,518	1,000,165	539,173	314,393	3,586,978	959,030
48	Total . . . „	1st half	46,233,883	6,009,211	6,496,134	26,063,678	10,393,608	8,428,767	3,316,040	28,003,473	10,187,973
		2nd „	46,749,391	5,761,469	6,433,816	26,325,785	9,762,777	8,744,376	3,920,168	28,370,498	10,399,666
	Average number of vehicles in a coaching train—										
49	1st class . . . *No.*	1st half	1·57	1·64	2·35	1·40	1·94	1·27	1·47	1·63	1·00
		2nd „	1·59	1·54	2·23	1·36	1·79	1·30	1·37	1·58	0·98
50	2nd „ . . . „	1st half	1·65	1·99	2·19	1·41	1·62	1·29	1·44	2·20	1·69
		2nd „	1·69	1·86	2·22	1·38	1·66	1·33	1·26	2·13	1·65
51	3rd or intermediate class „	1st half	1·54	1·41		1·53	1·96	2·18	...	(a)0·89	1·31
		2nd „	1·42	1·32	8·06	1·55	1·69	2·35	(c)0·23	(a)0·84	1·16
52	4th or lowest „ „	1st half	10·83	12·06	7·99	8·11	10·54	7·80	14·49	(b)6·64	7·70
		2nd „	10·08	14·44		8·12	9·85	7·91	13·01	(b)6·56	7·65
53	Other vehicles . . „	1st half	1·81	1·02	2·60	1·58	1·17	1·81	2·87	1·34	1·44
		2nd „	1·75	1·07	2·24	1·64	1·01	1·80	2·44	1·26	1·46
54	Brake-vans . . „	1st half	2·19	1·75	1·92	1·97	1·82	1·01	1·63	1·75	1·48
		2nd „	2·11	1·68	1·97	2·03	1·83	0·96	1·60	1·79	1·31
55	Total . . . „	1st half	19·59	24·87	17·12	16·09	19·05	15·36	20·90	14·45	14·62
		2nd „	18·64	21·91	16·65	16·08	17·83	15·65	19·91	14·16	14·21
	Average earnings per coaching vehicle per mile—										
56	1st class . . . *Pies*	1st half	17·44	9·13	13·48	13·50	12·36	16·04	8·78	15·15	22·94
		2nd „	15·87	9·92	14·32	14·04	9·79	14·86	8·86	16·38	18·31
57	2nd „ . . . „	1st half	20·64	7·01	16·52	16·59	17·61	17·91	14·53	17·72	38·86
		2nd „	20·09	7·31	17·92	16·84	15·88	17·95	12·76	18·51	34·62
58	3rd or intermediate class „	1st half	34·21	8·85	(a)54·38	38·21	23·40	31·53	...	(a)48·93	97·25
		2nd „	32·03	7·52	(a)46·56	32·23	13·15	28·90	(c)9·66	(a)39·08	88·68
59	4th or lowest „ „	1st half	56·58	34·47	(b)60·53	57·34	57·69	58·04	49·03	(b)46·89	69·31
		2nd „	50·07	30·01	(b)52·30	49·07	46·11	52·01	42·93	(b)41·15	62·08
60	Other vehicles . „	1st half	45·78	57·16	37·93	43·61	55·30	33·41	32·93	61·76	70·00
		2nd „	44·47	56·78	40·22	40·74	53·81	29·50	13·48	55·31	60·22

(a) Third class by mail trains.
(b) Third class by other than mail trains.
(c) The intermediate class service was introduced with effect from the 15th July 1896.

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1896.

GAUGE.	METRE GAUGE.												
GUARANTEES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia Dhurla (2' 6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section.	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
2·61	3·21	0·67	0·97	1·34	0·79	0·46	1·35	1·57	1·32	0·78	0·84	1·03	1st half	36
2·92	2·64	0·63	0·75	1·17	0·63	0·66	1·09	1·30	1·25	0·63	0·61	0·93	2nd ,,	
8·21	13·17	1·16	3·15	4·70	6·25	1·77	8·47	3·80	5·39	3·54	2·29	7·06	1st half	37
7·10	13·42	1·93	2·69	3·23	5·03	1·89	6·30	3·73	4·45	2·46	2·10	6·74	2nd ,,	
...		2·36	8·92	...	...	...	...	12·80	2·49	...	...	...	1st half	38
...	293·86	2·00	7·07	...	...	...	...	13·19	1·96	...	...	...	2nd ,,	
258·40	268·13	276·19	269·41	230·73	281·81	254·95	238·04	184·72	211·43	339·29	248·63	216·54	1st half	39
247·75		228·43	227·60	182·63	235·32	203·29	187·51	190·73	156·75	248·16	203·22	215·78	2nd ,,	
269·22	310·24	280·39	282·48	236·77	288·85	257·18	247·86	202·89	220·83	343·61	251·76	224·63	1st half	40
257·77	284·19	232·02	238·11	187·03	240·98	205·84	194·90	208·95	164·41	251·25	205·93	223·45	2nd ,,	
2·40	2·21	0·87	2·02	1·22	0·69	0·63	0·72	1·25	1·28	2·00	1·72	0·94	1st half	41
2·38	1·95	0·66	1·83	1·01	0·48	0·73	0·64	1·19	1·46	1·75	2·15	0·88	2nd ,,	
952,731	293,847	753,790	1,692,861	598,046	823,463	61,150	702,829	557,328	197,715	100,173	10,093	217,127	1st half	42
946,883	262,603	814,018	1,743,470	704,634	852,523	52,108	719,703	554,373	170,002	105,146	11,006	187,010	2nd ,,	
1,056,194	287,202	672,539	1,605,727	897,936	1,164,498	42,256	1,141,647	550,691	140,213	87,996	9,005	283,283	1st half	43
1,087,859	265,896	699,621	1,621,566	781,183	1,274,069	49,720	1,085,996	588,866	131,955	76,320	8,743	241,361	2nd ,,	
...		355,793	1,039,385	...	...	...	...	771,377	163,548	...	...	...	1st half	44
...	1,334,247	356,918	1,074,392	...	...	...	...	878,003	138,731	...	...	...	2nd ,,	
6,498,671	1,311,108	6,688,994	15,999,642	8,953,885	10,113,470	533,454	6,392,755	4,218,120	1,441,276	1,197,518	123,563	1,826,952	1st half	45
6,650,366		6,889,971	15,438,505	8,788,158	10,617,439	325,268	6,526,460	4,225,116	1,355,102	1,095,928	111,528	1,589,430	2nd ,,	
898,035	288,040	282,122	1,258,976	585,118	1,857,287	74,866	720,298	735,513	93,486	76,107	1,821	99,625	1st half	46
788,901	286,700	273,355	1,315,714	586,643	1,899,703	35,385	696,357	744,487	163,148	88,060	3,264	160,768	2nd ,,	
...	329,437	646,304	3,159,892	1,108,838	149,208	70,626	818,151	431,823	160,010	218,863	16,095	445,792	1st half	47
...	324,213	701,579	3,185,241	1,453,764	178,425	74,347	858,709	431,577	166,306	219,280	17,008	379,582	2nd ,,	
9,405,631	2,452,773	9,399,542	24,756,483	12,143,823	14,105,926	782,346	9,775,680	7,264,852	2,200,142	1,680,657	160,577	2,872,779	1st half	48
9,384,009	2,450,520	9,735,462	24,378,888	12,314,382	14,822,159	536,828	9,887,225	7,422,416	2,125,304	1,554,734	151,549	2,498,151	2nd ,,	
1·45	2·52	2·06	1·46	0·91	1·05	1·14	1·37	1·52	2·36	1·41	1·35	1·28	1st half	49
1·40	2·29	2·15	1·49	0·95	0·97	1·16	1·34	1·49	1·99	1·43	1·46	1·27	2nd ,,	
1·61	2·47	1·83	1·38	1·37	1·49	0·79	2·23	1·51	1·68	1·24	1·20	1·67	1st half	50
1·56	2·31	1·85	1·38	1·05	1·45	1·11	2·02	1·58	1·54	1·04	1·16	1·63	2nd ,,	
...		0·97	0·90	...	...	...	...	2·11	1·98	...	...	...	1st half	51
...	11·46	0·95	0·92	...	...	...	...	2·35	1·62	...	...	...	2nd ,,	
9·93	11·40	18·24	13·77	13·64	12·95	9·92	12·48	11·54	17·26	16·84	16·49	10·79	1st half	52
10·13		18·23	13·16	11·82	12·09	7·26	N12	11·32	15·86	14·94	14·77	10·77	2nd ,,	
1·37	1·78	0·77	1·08	0·89	2·38	1·39	1·41	2·01	1·16	1·07	0·24	0·59	1st half	53
1·20	2·49	0·72	1·12	0·79	2·16	0·79	1·29	1·99	1·91	0·79	0·43	0·68	2nd ,,	
...	2·83	1·76	2·72	1·69	0·19	1·31	1·59	1·48	1·91	3·08	2·15	2·63	1st half	54
...	2·82	1·88	2·71	1·95	0·20	1·66	1·60	1·16	1·95	2·99	2·25	2·57	2nd ,,	
14·36	21·06	25·63	21·31	18·50	18·06	14·55	10·08	19·87	26·35	23·64	21·43	16·96	1st half	55
14·29	21·31	25·76	20·78	16·56	16·87	11·98	18·37	19·89	24·87	21·19	20·07	16·92	2nd ,,	
20·71	19·44	6·76	9·23	16·93	8·75	6·29	13·53	13·96	15·46	9·92	11·18	8·89	1st half	56
20·57	17·02	6·30	6·72	14·07	7·80	8·98	11·47	11·84	17·46	7·93	7·53	8·15	2nd ,,	
22·98	25·81	6·16	13·50	16·64	16·17	18·78	19·00	15·38	40·94	17·16	11·46	22·99	1st half	57
22·58	26·01	5·36	12·18	16·27	13·27	13·73	17·36	15·03	38·96	14·18	10·88	22·40	2nd ,,	
...		11·75	29·82	...	...	...	...	18·84	5·07	...	...	...	1st half	58
...	53·90	10·34	23·06	...	...	...	...	17·00	4·84	...	...	...	2nd ,,	
54·84	49·23	30·29	39·20	33·81	43·40	77·11	57·22	40·03	27·04	40·30	30·16	55·21	1st half	59
51·27		25·07	34·67	30·88	38·92	84·03	44·57	42·12	22·22	33·23	27·52	55·11	2nd ,,	
64·41	55·52	48·47	57·94	61·13	13·07	23·03	24·69	30·38	66·93	69·27	(d) 251·01	75·84	1st half	60
69·80	30·45	142·19	53·12	57·21	11·98	45·33	26·09	30·34	40·56	79·90	(d) 159·86	61·14	2nd ,,	

(d) The high results as compared with other lines are due to the exclusion of the mileage of brakevans, in which the greater portion of other coaching traffic was carried.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896.

STANDARD

Progressive number.	Headings.	1896.	State lines worked by companies. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by Tenders XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*contd.*										
	Vehicles and Vehicle-mileage —*concld.*										
	Carrying capacity hauled one mile (excluding brakes)—										
61	1st class . . . *Seats*	1st half	50,791,110	5,362,129	13,003,041	31,638,981	21,857,106	15,982,912	3,050,328	44,164,960	18,251,027
		2nd „	54,334,001	5,480,137	12,545,793	31,887,632	20,580,586	15,965,228	3,464,199	45,439,440	18,180,671
62	2nd „ . . . . „	1st half	90,417,603	8,183,519	17,785,164	45,853,781	22,892,868	19,654,122	3,864,837	112,005,731	51,212,232
		2nd „	97,603,541	8,320,432	18,345,369 (a)	44,731,443	23,534,356	20,319,696	4,256,517	110,516,050 (a)	53,125,299
63	3rd or intermediate class „	1st half	198,891,287	13,050,511	51,200,645 (a)	92,756,695	36,776,126	64,786,277	... (c)	86,824,450 (a)	60,976,270
		2nd „	191,562,699	13,355,858	48,734,662 (b)	95,798,833	31,619,198	71,135,520	1,953,952	84,243,450 (b)	56,810,730
64	4th or lowest „ „	1st half	1,511,776,770	200,743,375	123,671,730 (b)	715,667,323	307,576,140	247,987,738	129,933,572	643,186,550 (b)	339,631,632
		2nd „	1,516,701,392	183,961,419	128,814,448	720,893,430	290,925,083	256,803,237	138,035,740	656,711,800	354,633,490
65	Other vehicles. . . *Tons*	1st half	52,327,348	987,031	4,734,145	25,807,925	16,735,615	7,373,859	2,784,254	11,585,974	3,488,971
		2nd „	52,093,756	1,409,549	4,062,733	31,904,856	14,836,440	7,336,419	5,313,127	11,165,903	5,242,069
	Percentage of freight upon capacity hauled—										
66	1st class . . *Per cent.*	1st half	8·33	4·84	8·32	8·99	5·18	4·93	3·76	9·83	8·87
		2nd „	7·38	5·54	9·01	9·00	4·10	5·83	3·64	10·44	7·32
67	2nd „ . . . „	1st half	13·97	7·63	15·99	19·51	13·72	10·45	11·88	16·95	17·97
		2nd „	13·01	7·96	18·84	19·25	12·37	10·87	8·09	18·25	16·31
68	3rd or intermediate class „	1st half	18·92	8·15	(a) 35·44	34·14	9·73	18·99	...	(a) 32·03	48·58
		2nd „	17·28	6·85	(a) 27·93	28·43	9·60	17·58	(c) 4·88	(a) 26·06	44·47
69	4th or lowest „ „	1st half	38·11	35·94	(b) 39·28	43·01	43·14	39·01	43·36	(b) 47·88	46·60
		2nd „	32·85	31·03	(b) 35·46	40·25	34·18	35·02	39·78	(b) 42·34	41·93
70	Other vehicles . . „	1st half	12·54	31·18	21·45	11·73	5·14	9·17	6·29	37·72	67·41
		2nd „	12·62	30·59	22·97	11·46	5·16	8·08	2·31	31·88	39·95
	Weight of Train and Ton-mileage—										
	Gross ton-mileage of all coaching trains—										
71	Freight . . . *Ton-miles*	1st half	44,822,188	4,776,774	5,390,571	26,112,823	9,401,156	7,462,628	3,603,748	26,470,642	14,523,109
		2nd „	39,874,260	3,994,666	4,880,008	23,688,351	7,230,780	7,007,799	3,462,947	23,648,413	13,359,079
72	Dead weight . . . „	1st half	566,904,581	79,908,108	91,426,791	375,334,168	141,301,825	110,276,042	48,971,468	406,008,227	161,915,565
		2nd „	597,865,628	79,658,918	91,801,300	377,702,993	135,816,207	115,034,884	57,462,115	415,620,427	168,085,739
73	Total . . . . „	1st half	611,726,769	84,684,882	96,817,362	401,446,991	150,702,981	117,738,670	52,575,216	432,478,869	176,438,674
		2nd „	637,739,888	83,653,584	96,681,308	401,391,346	143,046,987	122,042,683	60,925,062	439,268,840	181,444,818
	Average weight of a coaching train—										
74	Freight . . . . *Tons*	1st half	18·99	19·77	14·20	16·03	17·23	13·60	22·71	13·66	20·86
		2nd „	16·11	15·19	12·63	14·47	13·21	12·54	17·59	11·80	18·25
75	Dead weight . . . „	1st half	240·22	330·79	240·90	230·40	258·99	200·98	308·59	209·53	232·57
		2nd „	241·49	302·98	232·54	230·64	248·11	205·92	291·87	207·44	229·66
76	Total . . . . „	1st half	259·21	350·56	255·10	246·43	276·22	214·58	331·30	223·19	253·43
		2nd „	257·60	318·17	250·17	245·11	261·32	218·45	309·46	219·24	247·91
	Cost of Working and Profit—										
77	Average cost of hauling a coaching train one mile . . *R*	1st half	1·04	1·73	1·65	1·53	1·38	1·50	2·02	1·46	1·71
		2nd „	0·96	1·99	1·60	1·53	1·60	1·09	1·87	1·66	2·27
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . *Pies.*	1st half	11·46	14·36	20·79	20·96	15·40	20·08	20·16	22·06	24·98
		2nd „	11·12	18·88	20·94	20·96	19·15	14·31	19·60	25·82	33·75
	Average cost of hauling a coaching unit one mile—										
79	Per passenger unit . . *Pies*	1st half	0·68	1·03	1·42	1·13	0·97	1·27	1·00	1·33	1·05
		2nd „	0·76	1·61	1·60	1·31	1·49	1·00	1·14	1·75	1·58
80	Other traffic per ton . . „	1st half	6·57	11·50	18·25	15·95	10·43	24·35	28·12	14·60	8·83
		2nd „	6·22	12·48	17·89	14·16	12·89	20·12	60·27	20·42	13·75
81	Average profit on working a coaching train one mile . . *R*	1st half	3·18	1·85	1·67	1·77	2·54	1·76	2·18	1·15	2·71
		2nd „	2·62	0·78	1·35	1·37	1·39	1·91	1·37	0·62	1·59
	Average profit on working a coaching vehicle one mile—										
82	1st class . . . . *Pies*	1st half	5·98	—5·23	—7·31	—7·46	—3·04	—4·04	—11·38	—6·91	—2·04
		2nd „	4·73	—8·96	—6·62	—6·92	—9·36	0·55	—10·74	—9·44	—15·44
83	2nd „ . . . . „	1st half	9·18	—7·35	—4·27	—4·37	2·21	—2·17	—5·63	—4·34	11·88
		2nd „	8·97	—11·57	—3·02	—4·12	—3·27	3·64	—6·84	—7·31	0·87
84	3rd or intermediate class „	1st half	22·75	—5·51	(a) 33·59	17·15	—2·00	11·45	...	(a) 25·97	72·27
		2nd „	20·91	—11·36	(a) 25·62	11·27	—6·00	14·59	(c) —9·94	(a) 13·26	54·93
85	4th or lowest „ „	1st half	45·12	20·21	(b) 39·74	36·38	42·29	37·96	28·87	(b) 24·83	44·33
		2nd „	38·95	11·13	(b) 31·36	28·11	26·96	37·70	23·33	(b) 15·33	28·33
86	Other vehicles . . . „	1st half	34·32	42·80	17·14	22·65	39·90	13·33	12·77	39·70	45·02
		2nd „	33·35	37·90	19·28	19·78	34·66	15·19	—6·12	29·49	26·47

(a) Third class by mail trains.
(b) Third class by other than mail trains.
(c) The intermediate class service was introduced with effect from the 15th July 1896.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1896.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa Railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharla (2′ 6″ gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
9,794,227	3,750,906	9,634,362	17,893,540	7,080,632	9,480,274	818,576	6,435,708	6,762,116	2,372,586	1,168,400	118,249	2,889,155	1st half	61
9,546,177	3,368,712	10,308,266	18,428,478	7,028,071	9,788,759	1,016,015	6,900,048	6,745,224	2,040,750	1,228,080	132,542	2,563,657	2nd ,,	
21,286,521	4,944,894	9,965,924	20,071,588	12,053,668	18,720,877	718,352	17,958,180	6,608,298	1,681,350	1,125,344	111,358	4,943,608	1st half	62
20,555,442	4,508,652	10,465,410	20,269,575	11,735,215	20,251,095	998,302	17,286,419	7,066,494	1,583,454	936,372	107,176	4,196,224	2nd ,,	
...		8,539,032	26,026,200	...	...	...	...	18,458,512	3,347,120	...	...	...	1st half	63
...	79,649,404	8,908,673	26,902,775	...	...	...	...	14,365,333	2,655,880	...	...	...	2nd ,,	
331,497,208	78,534,039	211,133,267	532,414,858	310,807,717	396,896,968	31,965,037	218,231,042	135,642,072	44,619,919	37,222,545	3,855,660	61,985,327	1st half	64
368,749,413		225,117,611	461,666,639	305,232,799	416,970,359	22,345,818	222,578,024	135,130,567	42,041,970	34,890,608	3,557,999	53,867,934	2nd ,,	
3,677,979	1,972,591	776,899	8,007,086	1,626,628	4,183,423	306,840	3,159,073	2,461,715	443,980	833,281	8,333	358,650	1st half	65
3,115,906	2,741,519	744,921	8,367,941	1,630,868	4,221,720	1,075,826	3,092,731	2,906,282	1,031,746	757,333	13,857	362,764	2nd ,,	
17·44	9·96	2·55	6·32	12·40	6·50	3·01	10·77	8·48	4·62	4·72	5·30	6·06	1st half	66
20·10	9·01	2·32	4·77	12·42	5·77	2·91	8·53	7·18	5·25	3·77	3·47	5·37	2nd ,,	
25·26	31·02	4·28	18·21	25·59	26·06	13·26	24·15	21·01	27·77	22·37	15·44	24·21	1st half	67
22·68	33·78	3·51	15·56	20·48	21·81	8·47	19·61	19·74	24·01	19·26	14·79	23·70	2nd ,,	
...		10·14	39·80	...	...	...	...	25·36	6·20	...	...	...	1st half	68
...	42·97	8·48	30·81	...	...	...	...	34·27	6·30	...	...	...	2nd ,,	
51·04	39·26	47·98	58·78	48·73	55·46	42·90	55·88	49·80	39·57	64·82	48·33	59·18	1st half	69
48·03		38·35	57·84	44·30	49·58	40·77	45·56	52·68	31·87	52·19	43·13	59·13	2nd ,,	
42·74	13·07	41·09	29·30	49·19	11·20	11·04	11·73	18·62	24·04	17·07	(*d*)153·55	44·58	1st half	70
50·18	8·17	33·34	25·61	46·04	10·06	3·04	11·19	15·31	9·64	16·91	(*d*)117·20	35·97	2nd ,,	
12,324,262	2,471,407	6,507,259	22,150,901	10,222,008	14,127,846	866,706	8,103,253	4,960,239	1,226,815	1,615,644	126,593	2,474,025	1st half	71
11,889,876	2,227,944	5,527,986	19,093,344	9,179,357	13,238,668	589,048	6,732,748	5,171,848	954,435	1,239,669	110,039	2,134,908	2nd ,,	
123,210,451	31,464,829	57,722,480	160,173,665	100,399,641	119,246,662	10,008,439	80,577,655	45,313,131	13,862,152	12,366,384	1,206,504	21,821,776	1st half	72
123,298,073	31,058,067	63,510,715	165,358,149	104,692,670	127,103,934	7,942,093	81,430,338	46,278,300	13,585,078	11,835,136	1,171,636	19,068,779	2nd ,,	
135,534,713	33,936,236	64,229,739	182,324,566	110,621,649	133,374,508	10,875,145	88,680,908	50,273,370	15,088,967	13,982,028	1,333,097	24,295,801	1st half	73
135,187,949	33,286,011	69,038,701	184,361,493	113,872,027	140,342,602	8,531,141	88,163,086	51,450,148	14,539,513	13,074,805	1,281,675	21,203,687	2nd ,,	
18·82	21·22	17·74	19·07	15·57	18·09	16·11	15·82	13·57	14·69	22·72	16·89	14·60	1st half	74
18·11	19·37	14·63	16·20	12·34	15·07	13·14	12·51	13·86	11·17	16·89	14·57	14·46	2nd ,,	
188·18	270·17	157·39	137·88	152·95	152·66	186·09	157·30	123·92	166·02	173·90	161·00	128·82	1st half	75
187·76	270·07	168·04	140·93	140·78	144·67	177·21	151·26	123·98	158·95	161·30	155·16	129·19	2nd ,,	
207·00	291·39	175·13	156·95	168·52	170·75	202·20	173·12	137·49	180·71	196·62	177·89	143·42	1st half	76
205·87	289·44	182·67	157·13	153·12	159·74	190·35	163·77	137·84	170·12	178·19	169·73	143·65	2nd ,,	
1·53	1·68	1·00	1·14	1·30	1·56	1·87	1·57	1·12	1·37	1·19	1·00	1·51	1st half	77
1·53	1·60	1·09	1·26	1·22	1·31	2·61	1·64	0·90	1·30	1·33	0·89	1·94	2nd ,,	
20·49	17·73	8·01	11·75	14·85	16·71	27·18	17·19	11·51	10·79	11·15	9·96	20·20	1st half	78
20·51	16·66	8·68	13·36	16·02	15·09	48·63	18·79	9·21	10·88	14·04	9·60	26·01	2nd ,,	
0·99	0·95	0·66	0·72	1·00	0·92	1·32	1·14	0·96	1·13	0·63	0·74	1·23	1st half	79
1·04	0·96	0·87	0·95	1·19	0·93	2·30	1·52	0·75	1·38	0·96	0·80	1·59	2nd ,,	
11·52	13·45	7·49	7·07	10·02	53·06	32·09	26·25	16·70	11·42	7·01	2·82	12·79	1st half	80
10·67	18·24	9·46	8·89	11·54	54·61	39·61	30·93	13·24	18·97	7·98	3·33	19·32	2nd ,,	
2·11	2·64	2·26	2·31	1·58	1·70	2·39	2·64	2·04	2·07	2·91	2·06	2·08	1st half	81
1·94	2·23	1·62	1·68	1·07	1·41	0·89	1·61	2·32	1·47	1·72	1·71	1·61	2nd ,,	
0·23	1·71	—1·25	—2·52	2·08	—7·96	—20·89	—3·66	2·45	4·67	—1·23	1·22	—11·31	1st half	82
0·06	0·36	—2·38	—6·64	—1·95	—7·29	—39·65	—7·32	2·63	6·58	—6·11	—2·07	—17·86	2nd ,,	
2·49	8·08	—1·85	1·75	1·79	—0·54	—8·40	1·81	3·84	30·15	6·01	1·50	2·79	1st half	83
2·07	9·35	—3·32	—1·18	0·25	—1·82	—34·90	—1·43	5·82	28·08	0·14	1·28	—3·61	2nd ,,	
...		3·74	18·07	...	...	...	...	7·33	—5·72	...	...	...	1st half	84
...	36·17	1·66	9·70	...	...	...	...	7·79	—6·04	...	...	...	2nd ,,	
34·35	32·57	22·28	27·45	18·96	26·69	49·93	40·83	28·52	16·25	29·15	20·20	35·01	1st half	85
30·76		16·39	21·31	14·86	23·83	35·40	25·78	32·91	11·34	19·19	17·92	29·10	2nd ,,	
43·92	37·79	40·46	46·19	46·28	—3·64	—4·15	6·90	18·87	56·14	58·12	(*d*) 241·05	55·64	1st half	86
49·29	13·79	33·42	39·76	41·19	—3·11	—3·30	7·30	21·13	29·68	65·86	(*d*) 150·26	35·13	2nd ,,	

(*d*) The high results as compared with other lines are due to the exclusion of mileage of brakevans, in which the greater portion of other coaching traffic was carried.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896.

Progressive number.	Headings.	1896.	STANDARD
			STATE LINES WORKED BY COMPANIES.
			I. East Indian railway system.
			III. Bengal-Nágpur.
			IV. Indian Midland railway system.
			STATE LINES WORKED BY THE STATE.
			XI. North Western railway system, excluding military lines.
			XIII. Oudh and Rohilkhand.
			XIV. Eastern Bengal.
			XVI. East Coast
			LINES WORKED BY GU COMPA
			XVIII. Great Indian Peninsula railway system.
			XIX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*concld.*		
	Cost of Working and Profit—*concld.*		
	Average profit on working a coaching unit one mile—		
87	Per passenger unit . . *Pies*	1st half	2·04
		2nd ,,	1·99
			1·02
			0·50
			1·45
			1·28
			1·29
			1·13
			1·70
			1·19
			1·50
			1·76
			1·07
			0·95
			0·93
			0·52
			1·57
			1·02
88	Other traffic per ton . . ,,	1st half	23·24
		2nd ,,	23·12
			34·43
			24·40
			18·59
			19·41
			21·24
			15·64
			30·79
			26·20
			24·64
			29·94
			27·72
			—7·51
			22·00
			18·85
			21·18
			17·01
	GOODS TRAFFIC.		
	Gross receipts and train mileage—		
89	Receipts from goods traffic *£*	1st half	1,81,49,500
		2nd ,,	1,77,73,707
			25,73,426
			16,90,993
			16,08,494
			16,93,215
			89,96,614
			75,30,562
			26,46,080
			19,04,217
			17,88,932
			41,41,929
			5,40,938
			4,60,468
			1,56,86,211
			87,03,473
			73,36,422
			40,00,709
90	Goods train-miles run . *No.*	1st half	3,645,321
		2nd ,,	3,526,576
			597,791
			469,739
			416,943
			421,050
			2,038,128
			1,806,870
			728,811
			617,419
			379,866
			658,650
			300,413
			237,125
			2,979,653
			2,079,956
			822,141
			585,138
91	Average goods receipts per train-mile . . . *£*	1st half	4·98
		2nd ,,	5·04
			4·30
			3·60
			3·86
			4·02
			4·41
			4·17
			3·63
			3·98
			4·71
			6·29
			1·81
			1·94
			5·26
			4·18
			8·92
			6·84
	Units and Unit-mileage—		
92	Tons of goods carried one mile . . . *Ton-miles*	1st half	716,822,889
		2nd ,,	693,945,707
			74,646,843
			51,978,233
			42,780,665
			51,035,524
			303,800,150
			246,443,319
			85,743,021
			60,315,012
			48,252,958
			90,608,879
			31,566,104
			25,435,628
			361,865,436
			219,466,632
			176,630,165
			92,171,830
93	Average sum received for carrying a ton one mile *Pies*	1st half	4·86
		2nd ,,	4·92
			6·62
			6·28
			7·22
			6·37
			5·69
			5·87
			5·93
			6·06
			7·12
			8·78
			3·29
			3·48
			8·32
			7·61
			7·97
			8·33
94	Average number of tons in a train . . . *Tons*	1st half	196·64
		2nd ,,	196·78
			124·87
			110·65
			102·61
			121·04
			149·66
			136·39
			117·65
			97·69
			127·03
			137·57
			105·08
			107·27
			211·45
			105·52
			214·84
			157·52
	Vehicles and vehicle-mileage—		
	Number of goods vehicles hauled one mile—		
95	Loaded . . *Vehicle-miles*	1st half	75,620,613
		2nd ,,	71,969,142
			8,963,612
			6,298,038
			6,689,384
			6,803,162
			39,388,695
			35,159,398
			13,905,665
			10,371,348
			7,603,518
			13,926,970
			3,089,274
			2,463,031
			49,224,841
			32,700,189
			122,192,956
			13,971,742
96	Empty . . . . ,,	1st half	30,407,373
		2nd ,,	31,814,784
			5,625,796
			3,902,355
			3,702,277
			3,899,935
			12,640,041
			9,885,982
			5,288,187
			4,290,136
			2,424,856
			7,749,944
			1,463,072
			1,335,923
			18,229,750
			12,949,783
			6,571,546
			5,017,290
97	Brake-vans . . . ,,	1st half	3,442,251
		2nd ,,	3,170,822
			1,057,484
			792,423
			861,171
			803,352
			2,520,008
			2,273,552
			1,180,196
			1,133,640
			379,547
			662,796
			259,184
			234,506
			3,832,114
			3,978,136
			790,899
			454,511
98	Total . . . . ,,	1st half	109,470,237
		2nd ,,	106,954,748
			15,646,892
			10,992,816
			11,252,833
			11,497,449
			54,548,744
			47,318,932
			20,374,048
			15,795,124
			10,407,921
			22,339,707
			4,811,530
			4,033,460
			73,286,705
			49,628,128
			29,485,395
			19,443,543
	Average number of vehicles in a goods train—		
99	Freight vehicles . . . *No.*	1st half	29·09
		2nd ,,	29·43
			24·41
			21·71
			24·92
			25·36
			25·53
			24·93
			26·34
			23·75
			26·40
			32·91
			15·15
			16·02
			22·64
			21·95
			34·99
			32·45
100	Brake-vans . . . . ,,	1st half	0·94
		2nd ,,	0·90
			1·76
			1·69
			2·07
			1·91
			1·24
			1·26
			1·62
			1·83
			1·00
			1·01
			0·86
			0·99
			1·96
			1·91
			0·87
			0·78
101	Total . . . . . ,,	1st half	30·03
		2nd ,,	30·33
			26·17
			23·40
			26·99
			27·27
			26·27
			26·19
			27·96
			25·58
			27·40
			33·92
			16·01
			17·01
			24·60
			23·86
			35·86
			33·1
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . *Pies*	1st half	32·87
		2nd ,,	32·88
			33·87
			32·03
			29·71
			30·40
			33·20
			32·10
			26·47
			24·94
			34·25
			36·69
			22·81
			23·27
			44·65
			36·61
			48·97
			40·45
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	1,385,748,429
		2nd ,,	1,367,344,310
			190,208,294
			134,962,117
			122,943,542
			124,268,269
			634,290,883
			561,252,682
			206,949,274
			159,884,612
			116,408,384
			231,771,747
			59,908,787
			50,266,655
			762,034,297
			516,765,230
			842,636302
			224,277,098
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	51·73
		2nd ,,	50·75
			39·24
			38·51
			34·80
			41·09
			47·90
			43·91
			41·43
			37·72
			41·45
			39·09
			52·69
			50·60
			47·49
			42·47
			51·55
			41·10
105	Average load of a goods vehicle (including both loaded and empty) . . . . *Tons*	1st half	6·76
		2nd ,,	6·69
			5·12
			5·10
			4·12
			4·77
			5·84
			5·47
			4·47
			4·11
			4·81
			4·18
			6·93
			6·70
			5·36
			4·81
			6·14
			4·85
106	Average load of a loaded goods vehicle . . . . ,,	1st half	9·48
		2nd ,,	9·64
			8·33
			8·25
			6·40
			7·50
			7·71
			7·01
			6·17
			5·82
			6·35
			6·51
			10·22
			10·83
			7·35
			6·71
			7·96
			6·60
	Weight of Train and Ton mileage—		
	Gross ton-mileage of all goods trains—		
107	Freight . . . . *Tons.*	1st half	716,822,889
		2nd ,,	693,945,707
			74,646,843
			51,978,233
			42,780,665
			51,035,524
			303,800,150
			246,443,319
			85,743,021
			60,315,012
			48,252,958
			90,608,879
			31,566,104
			25,435,628
			361,865,436
			219,466,632
			176,630,165
			92,171,830
108	Dead-weight . . . ,,	1st half	885,713,664
		2nd ,,	872,550,305
			169,867,664
			123,808,378
			108,615,578
			110,818,863
			515,756,074
			450,142,060
			173,799,016
			139,565,025
			92,351,518
			191,230,879
			39,693,844
			49,431,448
			669,096,930
			459,525,057
			232,183,787
			153,096,020
109	Total . . . . . ,,	1st half	1,602,536,553
		2nd ,,	1,566,496,012
			244,514,507
			175,786,611
			151,396,243
			161,854,387
			819,556,224
			696,585,379
			259,542,037
			199,880,037
			140,604,476
			281,839,758
			91,259,948
			74,867,076
			1,030,962,366
			678,991,689
			408,813,952
			245,267,850

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1896.

GAUGE.	METRE GAUGE.												
ARANTEED NIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharla (2′ 6″ gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section.	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
1·28	1·40	1·44	1·40	1·11	1·14	1·74	1·99	1·73	1·51	1·45	1·35	1·64	1st half	87
1·22	1·36	1·24	1·17	0·92	1·13	0·79	1·51	1·92	1·39	1·12	1·29	1·28	2nd ,,	
25·28	31·34	35·35	24·03	34·69	—1·22	18·79	20·57	32·06	49·70	30·04	32·90	34·46	1st half	88
24·55	20·72	36·88	23·73	33·16	—1·00	9·48	21·58	37·51	47·56	28·24	28·80	27·91	2nd ,,	
30,74,840	12,84,476	16,61,530	72,02,841	28,98,189	21,26,984	1,19,075	20,65,504	14,06,845	3,55,426	3,50,972	29,866	7,25,965	1st half	89
31,37,091	11,49,021	12,11,613	51,39,624	24,65,634	20,35,823	98,161	14,82,348	19,72,354	2,44,095	2,79,563	37,829	2,66,278	2nd ,,	
614,809	260,307	583,043	1,767,770	1,153,457	955,394	109,294	719,805	446,876	165,033	91,624	9,130	185,654	1st half	90
618,382	286,097	459,626	1,328,722	1,158,608	882,929	56,954	707,421	529,341	127,512	86,757	11,763	92,424	2nd ,,	
5·00	4·93	2·85	4·07	2·51	2·23	1·09	2·87	3·15	2·15	3·83	3·27	3·91	1st half	91
5·07	4·02	2·64	3·87	2·15	2·31	1·72	2·10	3·73	1·91	3·22	3·22	2·88	2nd ,,	
69,499,825	38,131,544	51,044,212	189,045,227	84,298,733	51,839,479	7,574,001	52,433,389	31,559,452	9,780,196	5,951,675	555,174	10,952,111	1st half	92
71,464,578	40,335,284	41,771,490	141,500,492	74,571,885	48,418,894	5,120,661	46,383,482	37,096,102	6,763,210	5,288,341	728,301	4,423,574	2nd ,,	
8·49	6·47	6·25	7·32	6·60	7·88	3·02	7·56	8·56	6·98	11·32	10·33	12·73	1st half	93
8·43	5·47	5·57	6·97	6·40	8·07	3·68	6·14	10·21	6·93	10·15	9·97	11·56	2nd ,,	
113·04	146·49	87·55	106·94	73·08	54·26	69·30	72·84	70·62	59·26	64·96	60·81	58·99	1st half	94
115·57	140·98	90·88	106·49	64·36	54·84	89·91	65·56	70·08	53·04	60·96	61·91	47·86	2nd ,,	
11,499,520	4,183,034	10,413,971	35,734,131	17,676,249	12,131,487	1,365,581	11,013,468	9,477,631	2,567,324	1,335,129	109,751	2,783,654	1st half	95
11,514,506	3,747,142	8,613,786	26,387,947	16,049,090	11,359,213	752,716	10,139,459	10,240,305	1,882,065	1,185,989	145,956	1,133,742	2nd ,,	
3,184,387	2,333,522	3,988,824	7,839,856	5,782,801	4,737,403	1,000,775	3,801,886	2,404,229	1,128,865	763,693	85,123	981,647	1st half	96
3,463,302	2,819,859	3,242,320	6,303,369	5,843,364	4,526,772	338,022	6,502,482	3,735,037	819,712	713,660	111,446	527,086	2nd ,,	
2,568,186	394,566	849,298	1,500,887	1,377,518	610,093	128,896	1,217,415	467,860	257,906	18,787	522	128,430	1st half	97
2,687,665	487,275	772,482	1,040,013	1,282,680	626,013	96,520	1,264,865	552,288	218,906	16,448	2,698	45,477	2nd ,,	
17,252,093	6,911,122	15,252,093	45,074,874	24,836,568	17,478,982	2,495,252	18,032,769	12,349,720	3,954,095	2,117,609	195,396	3,893,731	1st half	98
17,665,473	7,054,276	12,628,588	33,731,329	23,175,134	16,511,998	1,187,258	17,906,806	15,027,630	2,920,683	1,916,097	260,100	1,706,305	2nd ,,	
23·88	25·04	24·70	24·65	20·34	17·66	21·65	23·36	26·59	22·40	22·91	21·34	29·28	1st half	99
24·22	22·95	25·81	24·61	18·89	17·99	19·15	23·52	27·35	21·19	21·90	21·88	17·97	2nd ,,	
4·18	1·51	1·46	0·85	1·19	0·64	1·18	1·69	1·05	1·56	0·21	0·06	0·69	1st half	100
4·35	1·70	1·68	0·78	1·15	0·71	1·69	1·79	1·04	1·72	0·19	0·23	0·49	2nd ,,	
28·06	26·55	26·16	25·50	21·53	18·30	22·83	25·05	27·64	23·96	23·12	21·40	20·97	1st half	101
28·57	24·66	27·48	25·39	20·00	18·70	20·84	25·31	28·39	22·91	22·09	22·11	18·46	2nd ,,	
40·95	37·84	22·15	31·74	23·72	24·21	9·66	23·58	22·73	18·46	32·11	29·43	37·02	1st half	102
40·21	33·59	19·62	30·19	21·80	24·61	17·28	17·10	26·16	17·35	28·26	28·22	30·78	2nd ,,	
173,019,774	77,154,549	125,766,417	336,543,105	160,806,077	101,931,529	19,995,708	112,926,977	66,490,306	24,564,861	13,546,567	1,274,605	20,219,666	1st half	103
177,098,659	80,053,811	103,351,978	251,793,897	149,454,003	96,086,716	9,480,439	112,840,086	80,618,791	19,537,441	11,899,273	1,639,440	8,918,646	2nd ,,	
40·17	49·42	40·59	56·17	52·42	50·86	37·88	46·43	47·46	39·81	43·93	43·56	54·17	1st half	104
40·85	50·39	40·42	56·20	49·90	50·39	53·96	41·41	45·90	34·62	44·44	44·42	49·60	2nd ,,	
4·73	5·85	3·54	4·34	3·59	3·07	3·20	3·12	2·66	2·65	2·84	2·85	2·91	1st half	105
4·77	6·14	3·52	4·33	3·41	3·05	4·69	2·79	2·56	2·50	2·78	2·83	2·66	2nd ,,	
6·04	9·12	4·90	5·29	4·72	4·27	5·55	4·76	3·33	3·81	4·46	5·06	3·93	1st half	106
6·21	10·76	4·85	5·30	4·65	4·26	6·80	4·58	3·45	3·59	4·46	4·99	3·90	2nd ,,	
69,499,825	38,131,544	51,044,212	189,045,227	84,298,733	51,839,479	7,574,001	52,433,389	31,559,452	9,780,196	5,951,675	555,174	10,952,111	1st half	107
71,464,578	40,335,284	41,771,490	141,500,492	74,571,885	48,418,894	5,120,661	46,383,482	37,096,102	6,763,210	5,288,341	728,301	4,423,574	2nd ,,	
161,201,826	66,068,623	76,185,753	250,714,259	133,443,974	100,113,870	13,050,830	95,077,973	56,633,685	19,855,483	11,630,313	1,090,051	20,000,721	1st half	108
164,325,522	70,365,098	63,250,478	188,910,023	127,115,895	98,923,710	9,616,539	92,955,354	68,797,844	14,945,353	10,607,292	1,437,788	9,159,398	2nd ,,	
230,701,651	104,200,167	127,299,965	439,759,486	218,742,707	153,953,349	20,624,531	147,511,362	88,193,137	29,635,679	17,581,988	1,645,225	30,952,832	1st half	109
235,790,100	110,700,382	105,021,968	330,410,517	201,687,788	144,342,604	14,737,200	139,338,836	105,893,946	21,708,563	15,895,633	2,166,089	13,582,972	2nd ,,	

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896.

Progressive number.	Headings.	1896.	STANDARD. State lines worked by companies. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by Tbd Comps. XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	GOODS TRAFFIC—*concld.*										
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld*										
	Average weight of a goods train—										
110	Freight . . . . . *Tons*	1st half	196·64	124·87	102·61	149·06	117·65	127·03	105·07	121·45	214·84
		2nd „	196·78	110·65	121·04	136·39	97·69	137·57	107·27	105·52	157·52
111	Dead-weight . . . . . „	1st half	242·97	284·16	260·50	253·05	238·47	243·11	198·71	224·55	282·42
		2nd „	247·42	263·57	262·82	249·13	226·04	292·34	208·46	220·93	261·64
112	Total . . . . . „	1st half	439·61	409·03	363·11	402·11	356·12	370·14	303·78	346·00	497·26
		2nd „	444·20	374·22	383·86	385·52	323·73	427·91	315·73	326·45	419·16
	COST OF WORKING AND PROFIT—										
113	Average cost of hauling a goods train one mile . . . . . *R*	1st half	1·76	2·02	2·34	2·50	1·78	2·59	1·85	2·26	3·36
		2nd „	1·65	2·34	2·46	2·41	1·98	2·14	1·91	2·48	3·83
114	Average cost of hauling a goods vehicle with its load one mile . . *Pies*	1st half	11·63	15·87	16·04	18·79	12·99	18·83	23·50	19·19	18·43
		2nd „	10·77	20·69	18·59	18·57	15·99	12·51	23·27	21·67	22·68
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . „	1st half	1·72	3·10	4·38	3·22	2·91	3·91	3·39	3·58	3·00
		2nd „	1·61	4·06	3·90	3·40	3·89	2·99	3·48	4·51	4·67
115*a*	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . „	1st half	3·65	7·83	9·67	6·62	6·62	7·68	8·44	6·19	5·30
		2nd „	3·58	10·27	8·38	7·52	8·77	5·67	9·03	8·21	8·39
116	Average profit on working a goods train one mile . . . . . *R*	1st half	3·22	2·28	1·52	1·91	1·85	2·12	—0·04	3·00	5·56
		2nd „	3·39	1·26	1·56	1·76	1·10	4·15	—0·03	1·70	3·01
117	Average profit on working a goods vehicle with its load one mile . . *Pies*	1st half	21·24	18·00	11·67	14·41	13·48	15·42	—0·69	25·46	30·54
		2nd „	22·11	11·34	11·81	13·53	8·95	24·18	...	14·94	17·71
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . „	1st half	3·14	3·52	2·84	2·47	3·02	3·21	—0·10	4·74	4·97
		2nd „	3·31	2·22	2·47	2·47	2·17	5·79	...	3·10	3·66
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.										
	Percentage on Total Earnings—										
119	Coaching traffic . . . . *Per cent.*	1st half	34·85	23·27	42·94	36·67	43·34	47·59	53·06	24·12	28·99
		2nd „	32·67	27·54	39·34	37·68	43·49	28·05	55·49	33·90	40·23
120	Goods traffic . . . . . „	1st half	63·53	69·18	54·74	61·30	53·69	47·62	43·06	74·90	69·19
		2nd „	65·51	63·84	58·40	59·66	50·52	69·38	40·08	64·59	56·98
121	Sundries, including telegraph . . „	1st half	1·38	7·55	2·32	1·93	2·97	4·51	2·23	0·98	1·82
		2nd „	1·50	8·62	2·26	2·55	5·99	2·40	2·44	1·51	2·79
122	Steam-boat earnings . . . . „	1st half	0·24	...	...	0·18	...	0·28	1·65	...	...
		2nd „	0·32	...	...	0·11	...	0·17	1·99	...	...
	TOTAL . . „	1st half	100	100	100	100	100	100	100	100	100
		2nd „	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—										
123	Maintenance . . . . *Per cent.*	1st half	8·79	10·63	11·03	16·43	13·51	11·50	20·71	11·86	10·22
		2nd „	8·27	18·71	11·38	18·38	16·53	7·36	19·35	16·77	19·67
124	Locomotive expenses . . . . „	1st half	9·61	14·83	19·18	18·85	11·80	11·81	28·72	18·72	15·98
		2nd „	8·98	17·32	20·56	19·54	13·71	8·25	25·87	25·40	19·62
125	Carriage and wagon expenses . . „	1st half	2·99	3·43	4·20	5·86	4·79	6·94	2·65	3·90	3·00
		2nd „	3·01	4·77	4·83	4·28	11·25	2·00	3·67	5·79	4·65
126	Traffic expenses . . . . . „	1st half	5·87	7·51	8·06	7·64	8·08	11·99	11·24	7·15	5·36
		2nd „	6·34	9·89	8·87	8·86	9·73	9·99	13·64	10·50	7·55
127	General charges . . . . . „	1st half	3·28	8·04	8·98	3·44	4·61	5·45	7·27	3·21	3·01
		2nd „	3·44	10·91	8·61	3·79	5·35	3·53	10·26	4·76	4·57
128	Miscellaneous expenses . . . „	1st half	1·91	1·37	5·37	1·08	1·05	2·41	5·36	1·31	1·19
		2nd „	1·67	3·97	5·05	1·35	1·42	0·07	0·98	1·26	1·73
129	Steam-boat expenses . . . . „	1st half	0·24	...	...	0·09	...	0·22	1·54	...	...
		2nd „	0·35	...	...	0·11	...	0·39	4·74	...	...
130	TOTAL WORKING EXPENSES . . „	1st half	32·69	45·81	56·82	53·39	43·84	50·32	77·49	46·15	38·76
		2nd „	32·06	65·57	59·30	56·31	57·99	36·69	78·51	64·48	57·79

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1896.

GAUGE.		METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state-railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharla (2' 6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI Jodhpore-Bickaneer. Jodhpore section.	LXVI Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
113·04	146·49	87·55	106·94	73·08	54·26	69·30	72·84	70·62	39·26	64·96	60·81	58·99	1st half	110
115·57	140·98	90·88	106·49	64·36	54·84	89·91	65·56	70·08	53·04	60·96	61·91	42·86	2nd „	
262·20	253·81	130·67	141·83	115·69	106·88	119·41	132·09	126·73	120·31	126·94	119·39	107·73	1st half	111
265·73	245·95	137·61	142·18	109·72	108·64	116·17	131·40	129·97	117·21	122·26	122·23	99·10	2nd „	
375·24	400·30	218·22	248·77	188·77	161·14	188·71	204·93	197·35	179·57	191·90	180·20	166·72	1st half	112
381·30	386·93	228·49	248·67	174·08	163·48	206·08	196·96	200·05	170·25	183·22	184·14	146·96	2nd „	
2·78	2·31	1·24	1·80	1·46	1·47	1·75	1·85	1·61	1·36	1·16	1·01	1·75	1st half	113
2·83	2·15	1·36	1·99	1·39	1·34	2·83	1·97	1·30	1·30	1·37	0·97	1·99	2nd „	
22·34	17·73	9·64	14·04	13·75	15·96	15·50	15·23	11·61	11·70	9·76	9·12	16·59	1st half	114
22·41	17·94	10·12	15·52	14·07	14·31	28·37	16·11	9·15	11·78	12·00	8·48	21·25	2nd „	
4·72	3·03	2·72	3·24	3·83	5·19	4·84	4·89	4·37	4·42	3·44	3·20	5·70	1st half	115
4·70	2·92	2·87	3·59	4·13	4·69	6·04	5·78	3·57	4·71	4·31	3·00	7·98	2nd „	
10·03	7·03	6·02	(a) 5·70	8·44	9·15	8·65	9·16	8·81	7·97	6·35	7·85	10·39	1st half	115a
9·92	6·79	6·54	(a) 6·57	9·17	8·70	16·09	10·89	7·57	9·37	7·52	7·03	16·07	2nd „	
2·22	2·62	1·61	2·27	1·05	0·76	—0·66	1·02	1·54	0·79	2·67	2·26	2·16	1st half	116
2·24	1·87	1·28	1·88	0·76	0·97	—1·11	0·13	2·43	0·61	1·85	2·25	0·89	2nd „	
17·87	20·11	12·51	17·70	9·97	8·25	—5·84	8·35	11·12	6·76	22·35	20·31	20·43	1st half	117
17·80	15·65	9·50	14·67	7·73	10·30	—11·09	0·99	17·01	5·57	16·26	19·74	9·53	2nd „	
3·77	3·44	3·53	4·08	2·77	2·69	—1·82	2·67	4·19	2·56	7·88	7·13	7·03	1st half	118
3·73	2·55	2·70	3·38	2·27	3·38	—2·36	0·36	6·64	2·22	5·84	6·97	3·58	2nd „	
42·90	27·56	36·87	35·00	38·78	53·74	64·70	50·07	41·39	40·20	44·76	39·82	44·92	1st half	119
41·24	27·01	40·31	39·12	39·87	53·28	59·30	53·09	34·41	43·86	43·68	31·07	64·45	2nd „	
55·27	70·37	51·20	62·97	39·35	44·87	33·59	47·92	50·37	49·77	53·83	51·89	53·59	1st half	120
56·69	70·39	47·66	58·37	58·07	45·32	37·14	44·95	56·43	45·17	54·55	59·88	32·73	2nd „	
1·83	2·07	3·98	2·03	1·87	1·39	1·71	1·58	0·99	10·03	1·41	8·29	1·49	1st half	121
2·07	2·60	8·89	2·51	2·06	1·40	3·56	1·65	0·86	10·97	1·77	9·05	2·82	2nd „	
...	...	7·95	...	...	...	...	0·43	7·25	...	...	...	...	1st half	122
...	...	3·14	...	...	...	...	0·31	8·30	...	...	...	...	2nd „	
100	100	100	100	100	100	100	100	100	100	100	100	100	1st half	
100	100	100	100	100	100	100	100	100	100	100	100	100	2nd „	
11·31	14·01	11·14	7·56	11·42	13·75	19·66	13·22	10·81	12·95	6·40	9·20	11·12	1st half	123
12·14	15·30	12·84	10·46	14·39	10·18	29·92	21·29	7·11	16·97	15·11	7·79	13·84	2nd „	
19·21	12·14	8·56	16·69	18·69	20·46	24·21	16·83	11·45	13·14	12·88	14·66	13·85	1st half	124
19·44	13·90	9·69	17·81	20·47	19·62	25·07	21·57	8·85	13·26	15·71	15·14	17·92	2nd „	
5·68	3·25	2·95	3·91	4·20	6·75	6·05	5·47	3·82	4·53	1·75	2·01	2·16	1st half	125
5·65	3·11	3·21	5·19	4·65	5·54	8·90	5·46	2·51	5·00	2·54	2·43	3·26	2nd „	
8·15	7·03	6·68	7·01	9·47	7·97	14·82	9·28	8·76	8·14	4·90	6·50	8·25	1st half	126
7·70	8·08	8·88	8·10	10·37	9·45	21·77	12·74	7·15	10·72	5·95	6·75	11·52	2nd „	
5·28	8·36	6·11	5·16	8·36	6·95	18·46	5·18	4·89	10·78	2·99	3·83	7·54	1st half	127
5·31	9·42	7·68	6·52	9·55	7·27	26·34	8·65	3·44	14·88	3·33	3·90	12·65	2nd „	
0·81	0·61	2·06	0·69	1·23	0·71	0·82	1·16	1·58	7·80	1·87	1·20	1·44	1st half	128
0·94	0·91	4·12	0·85	1·04	1·31	1·87	1·09	1·13	10·76	1·35	1·70	1·50	2nd „	
...	...	2·88	...	...	...	...	1·27	6·13	...	...	...	...	1st half	129
...	...	2·13	...	...	...	...	0·88	5·86	...	...	...	...	2nd „	
50·44	45·40	40·38	41·02	53·37	56·59	84·02	52·41	47·44	57·34	30·79	37·40	44·36	1st half	130
51·18	50·72	48·55	48·93	60·47	53·37	108·87	71·68	36·05	71·59	43·99	37·71	60·69	2nd „	

(a) Excluding interest on the capital expended on the Oodeypore-Chitor railway, as the figures are not furnished by the Darbar.

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1896. TABLE A.—MAINTENANCE OF WAY,

STANDARD

Progressive number.	Headings.		1896.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	* XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	LINES WORKED BY TRED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	Mean age of lines on the 31st December 1896	*Years*	...	28·47	8·27	8·01	17·99	18·52	22·36	2·68	30·58	22·27
	PER MILE OF LINE MAINTAINED.											
131*a*	General superintendence (including office expenses)	*R*	1st half	172·68	93·84	86·07	128·93	117·67	173·46	45·06	158·03	163·26
			2nd „	169·12	97·40	85·43	125·31	109·19	193·65	81·42	154·42	151·54
132*a*	Maintenance and renewal of permanent-way	„	1st half	277·77	202·00	220·36	622·08	528·98	570·57	208·31	653·57	609·09
			2nd „	697·66	322·49	214·00	693·21	290·87	641·36	194·13	662·21	728·32
133*a*	Repairs of bridges, &c.	„	1st half	117·68	60·73	33·33	145·71	39·64	242·56	54·92	300·08	625·43
			2nd „	62·48	48·77	22·05	125·16	258·54	93·56	45·66	183·42	652·64
134*a*	Conservancy of rivers	„	1st half	...	...	...	35·79	7·91	...	...	...	...
			2nd „	...	...	...	10·75	1·13	...	...	...	...
135*a*	Repairs of stations and buildings	„	1st half	140·62	45·86	19·61	158·13	52·71	134·88	19·17	79·89	91·14
			2nd „	234·92	32·45	33·25	111·01	58·92	184·56	41·29	83·80	151·41
136*a*	Other charges (net)	„	1st half	123·80	56·77	17·57	247·14	88·26	32·14	224·62	475·96	327·37
			2nd „	126·42	74·70	13·07	153·93	58·65	60·39	80·09	432·19	450·21
137*a*	Total maintenance, &c.	„	1st half	1,322·55	459·20	376·94	1,307·78	835·17	1,153·61	552·08	1,667·53	1,816·29
			2nd „	1,190·60	575·81	551·80	1,219·37	777·30	1,171·52	442·59	1,516·04	2,134·12
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131*b*	General superintendence (including office expenses)	*R*	1st half	115·14	84·21	76·69	103·24	102·11	117·00	39·80	105·83	122·71
			2nd „	112·55	87·32	76·33	100·48	94·62	129·09	71·26	103·34	115·67
132*b*	Maintenance and renewal of permanent-way	„	1st half	318·63	181·27	196·34	498·11	459·06	384·89	183·98	437·67	457·81
			2nd „	464·31	289·11	191·20	555·84	252·08	432·02	169·90	443·14	555·91
133*b*	Repairs of bridges, &c.	„	1st half	78·47	54·50	29·70	116·67	34·40	163·62	48·50	200·95	470·09
			2nd „	41·58	43·73	19·70	100·36	224·05	63·02	39·95	122·75	498·14
134*b*	Conservancy of rivers	„	1st half	...	...	...	28·66	6·87	...	...	...	...
			2nd „	...	...	...	8·62	0·98	...	...	...	...
135*b*	Repairs of stations and buildings	„	1st half	93·77	48·15	17·42	126·62	45·74	90·98	16·94	53·50	68·50
			2nd „	89·80	29·09	20·22	89·91	51·06	124·32	36·14	56·08	185·57
136*b*	Other charges (net)	„	1st half	82·56	50·94	15·66	173·88	76·60	21·69	198·38	318·74	246·06
			2nd „	84·13	66·97	11·07	123·43	50·83	40·68	70·09	289·21	343·63
137*b*	Total maintenance, &c.	„	1st half	888·57	412·07	335·86	1,047·18	724·78	778·16	487·60	1,116·69	1,365·17
			2nd „	792·37	516·22	319·67	977·74	673·62	789·13	387·34	1,014·52	1,628·92
	PER TOTAL TRAIN-MILE.											
131*c*	General superintendence (including office expenses)	*Annas*	1st half	0·87	1·54	1·48	1·84	1·18	1·12	0·74	0·77	1·03
			2nd „	0·85	1·83	1·56	1·41	1·20	0·94	1·51	0·90	1·19
132*c*	Maintenance and renewal of permanent-way	„	1st half	3·90	3·32	3·80	5·00	5·29	3·68	3·42	3·17	3·83
			2nd „	3·51	6·06	3·91	6·12	3·20	3·16	3·60	3·87	5·73
133*c*	Repairs of bridges, &c.	„	1st half	0·59	1·00	0·58	1·17	0·40	1·57	0·91	1·45	3·93
			2nd „	0·31	0·92	0·40	1·11	2·83	0·56	0·85	1·07	5·13
134*c*	Conservancy of rivers	„	1st half	...	...	...	0·29	0·08	...	...	...	...
			2nd „	...	...	...	0·10	0·01	...	...	...	...
135*c*	Repairs of stations and buildings	„	1st half	0·71	0·75	0·34	1·27	0·53	0·87	0·31	0·39	0·57
			2nd „	0·68	0·61	0·42	0·98	0·65	0·91	0·76	0·49	1·19
136*c*	Other charges (net)	„	1st half	0·62	0·93	0·31	1·75	0·88	0·21	3·69	2·81	2·96
			2nd „	0·69	1·41	0·24	1·36	0·65	0·30	1·48	2·52	3·54
137*c*	Total maintenance, &c.	„	1st half	6·69	7·54	6·51	10·52	8·36	7·45	9·07	8·09	11·42
			2nd „	5·98	10·83	6·53	10·78	8·56	5·77	8·20	8·85	16·78
	PER 1,000 GROSS TON-MILES.											
131*d*	General superintendence (including office expenses)	*R*	1st half	0·15	0·25	0·29	0·19	0·23	0·25	0·15	0·16	0·17
			2nd „	0·14	0·32	0·31	0·22	0·26	0·18	0·30	0·21	0·23
132*d*	Maintenance and renewal of permanent-way	„	1st half	0·66	0·53	0·77	0·94	1·03	0·82	0·69	0·67	0·62
			2nd „	0·60	1·07	0·76	1·20	0·68	0·60	0·72	0·88	1·10
133*d*	Repairs of bridges, &c.	„	1st half	0·10	0·16	0·12	0·22	0·08	0·35	0·17	0·31	0·64
			2nd „	0·05	0·16	0·08	0·21	0·60	0·09	0·17	0·24	0·99
134*d*	Conservancy of rivers	„	1st half	...	...	...	0·05	0·01	...	...	...	...
			2nd „	...	...	...	0·02	...	...	...	...	...
135*d*	Repairs of stations and buildings	„	1st half	0·12	0·12	0·06	0·24	0·10	0·20	0·07	0·08	0·09
			2nd „	0·12	0·11	0·08	0·19	0·14	0·17	0·15	0·11	0·23
136*d*	Other charges (net)	„	1st half	0·10	0·14	0·07	0·33	0·17	0·05	0·73	0·48	0·33
			2nd „	0·11	0·25	0·05	0·27	0·14	0·05	0·39	0·58	0·68
137*d*	Total maintenance, &c.	„	1st half	1·13	1·20	1·31	1·97	1·62	1·67	1·81	1·70	1·85
			2nd „	1·02	1·91	1·28	2·11	1·82	1·09	1·64	2·02	3·23

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS. Half-years ended the 30th June and the 31st December 1896.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharla (2' 6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer.		LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
										Jodhpore section.	Bickaneer section.			
32·39	13·66	10·98	16·14	9·64	17·07	1·04	9·25	13·41	8·99	7·38	5·06	12·42	...	
150·24	146·90	88·36	101·56	88·10	111·47	167·90	125·66	106·42	60·63	18·80	14·20	73·38	1st half	131a
150·74	147·97	76·46	100·31	88·11	110·39	198·29	117·78	113·34	63·79	18·14	15·45	25·60	2nd ,,	
325·82	307·02	247·91	261·86	174·97	446·97	260·28	361·98	275·37	162·16	90·71	95·83	243·40	1st half	132a
314·16	227·97	212·41	277·21	192·77	184·28	217·07	555·40	189·70	156·53	204·62	93·17	159·24	2nd ,,	
69·04	160·20	26·75	13·09	33·72	44·25	...	48·92	60·02	46·84	4·47	...	5·21	1st half	133a
69·19	229·13	23·72	20·96	40·33	75·55	...	40·33	37·23	74·39	2·46	...	11·41	2nd ,,	
...	...	3·76	...	...	...	...	3·24	...	3·19	...	...	...	1st half	134a
...	3·85	0·16	...	...	...	...	2·55	...	3·04	...	...	...	2nd ,,	
83·02	34·76	35·28	40·58	32·08	25·95	10·57	54·88	58·26	30·94	11·76	9·13	51·21	1st half	135a
106·18	46·45	31·54	39·39	39·14	38·30	27·10	41·47	76·71	40·17	8·79	2·67	31·30	2nd ,,	
107·24	80·50	76·12	52·07	30·05	—37·86	...	60·84	35·04	27·87	4·57	2·58	26·14	1st half	136a
143·22	56·74	82·97	62·31	36·32	6·10	1·26	46·08	23·58	20·20	7·60	1·78	22·62	2nd ,,	
735·36	729·38	478·18	469·16	358·92	590·78	438·75	655·52	535·11	331·63	130·31	121·74	401·34	1st half	137a
783·49	712·11	427·26	499·28	396·67	414·62	443·72	803·61	440·56	358·12	241·61	113·07	300·17	2nd ,,	
123·57	133·15	78·42	88·84	80·25	98·86	134·25	107·87	91·98	54·36	18·25	13·88	66·25	1st half	131b
123·53	134·11	66·86	87·61	80·17	97·91	166·68	101·11	97·80	57·61	17·61	15·10	68·20	2nd ,,	
267·99	278·33	220·01	229·05	159·38	396·39	208·11	310·74	238·00	145·90	88·10	93·67	221·54	1st half	132b
257·45	266·72	185·73	242·08	175·40	163·46	182·46	476·77	163·69	141·37	198·73	91·08	143·67	2nd ,,	
56·79	145·22	23·74	11·45	30·72	39·24	...	42·00	51·87	42·14	4·34	...	4·70	1st half	133b
56·70	207·76	20·74	17·51	36·69	67·02	...	34·62	32·13	67·18	2·39	...	10·29	2nd ,,	
...	...	3·34	...	...	...	...	2·78	...	2·87	...	...	...	1st half	134b
...	3·49	0·14	...	...	...	...	2·19	...	2·75	...	...	...	2nd ,,	
68·28	31·52	31·31	35·49	29·22	23·01	8·46	47·11	50·35	27·84	11·43	8·93	46·23	1st half	135b
87·02	42·12	27·58	34·41	35·61	33·97	22·78	35·60	66·20	36·28	8·54	2·61	28·24	2nd ,,	
88·21	72·98	67·55	45·53	27·37	—33·58	...	53·23	30·28	25·09	4·44	2·53	23·60	1st half	136b
117·37	51·55	72·55	54·40	33·05	5·41	1·05	39·55	20·35	18·23	2·38	1·74	20·42	2nd ,,	
604·84	661·20	424·37	410·36	326·94	523·92	350·82	562·73	462·48	298·40	126·56	119·01	362·32	1st half	137b
642·07	645·75	373·60	436·01	360·92	367·77	372·97	689·84	380·17	323·42	234·65	110·53	270·82	2nd ,,	
1·62	2·19	1·43	1·02	1·21	1·13	2·62	1·44	1·18	1·09	0·59	0·60	1·25	1st half	131c
1·62	2·07	1·11	1·19	1·15	1·10	5·56	1·32	1·13	1·22	0·58	0·56	1·90	2nd ,,	
3·51	4·57	3·16	2·64	2·40	4·55	4·06	4·09	3·06	2·91	2·86	4·01	4·17	1st half	132c
3·38	3·19	3·10	3·27	2·52	1·85	6·08	6·23	1·90	3·01	6·56	3·36	4·00	2nd ,,	
0·74	2·39	0·34	0·13	0·47	0·45	...	0·55	0·66	0·84	0·14	...	0·09	1st half	133c
0·75	3·20	0·35	0·23	0·52	0·76	...	0·45	0·37	1·43	0·08	...	0·29	2nd ,,	
...	...	0·05	...	...	...	...	0·03	...	0·06	...	...	...	1st half	134c
...	0·05	...	...	...	...	...	0·03	...	0·06	...	...	...	2nd ,,	
0·90	0·51	0·45	0·41	0·44	0·26	0·16	0·62	0·65	0·55	0·37	0·38	0·87	1st half	135c
1·14	0·65	0·46	0·47	0·51	0·39	0·76	0·47	0·77	0·78	0·28	0·09	0·79	2nd ,,	
1·16	1·20	0·96	0·53	0·41	—0·38	...	0·69	0·39	0·50	0·15	0·11	0·44	1st half	136c
1·54	0·80	1·21	0·73	0·48	0·05	0·03	0·52	0·24	0·39	0·24	0·06	0·57	2nd ,,	
7·93	10·86	6·09	4·73	4·93	6·01	6·84	7·40	5·94	5·95	4·11	5·10	6·82	1st half	137c
8·43	9·96	6·23	5·89	5·18	4·15	12·43	9·02	4·41	6·89	7·74	4·07	7·55	2nd ,,	
0·35	0·37	0·35	0·30	0·42	0·43	0·85	0·46	0·43	0·37	0·19	0·21	0·50	1st half	131d
0·35	0·35	0·34	0·36	0·43	0·43	1·74	0·46	0·41	0·45	0·20	0·20	0·82	2nd ,,	
0·76	0·78	0·98	0·78	0·83	1·72	1·31	1·33	1·12	1·01	0·92	1·40	1·67	1st half	132d
0·73	0·56	0·93	1·00	0·95	0·71	1·91	2·13	0·68	1·10	2·26	1·18	1·73	2nd ,,	
0·16	0·41	0·11	0·04	0·16	0·17	...	0·18	0·25	0·30	0·04	...	0·04	1st half	133d
0·16	0·56	0·14	0·07	0·20	0·29	...	0·15	0·13	0·53	0·03	...	0·12	2nd ,,	
...	...	0·01	...	...	...	...	0·01	...	0·02	...	...	...	1st half	134d
...	0·01	...	...	...	...	...	0·01	...	0·02	...	...	...	2nd ,,	
0·20	0·09	0·14	0·12	0·15	0·16	0·05	0·20	0·24	0·19	0·12	0·13	0·35	1st half	135d
0·24	0·11	0·14	0·14	0·19	0·15	0·24	0·16	0·28	0·29	0·10	0·03	0·34	2nd ,,	
0·25	0·20	0·30	0·15	0·14	—0·15	...	0·23	0·14	0·18	0·05	0·04	0·18	1st half	136d
0·33	0·14	0·36	0·22	0·18	0·02	0·01	0·18	0·08	0·14	0·08	0·02	0·25	2nd ,,	
1·72	1·85	1·89	1·39	1·70	2·27	2·21	2·41	2·18	2·07	1·32	1·78	2·74	1st half	137d
1·81	1·73	1·88	1·29	1·95	1·60	3·90	3·09	1·58	2·53	2·67	1·43	3·26	2nd ,,	

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1896.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1896.	State lines worked by companies. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by Tebd com XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
†	Average price of fuel per ton in terms of coal* R	1st half	2·04	4·04	9·74	14·98	9·57	7·26	8·92	12·19	16·34
		2nd „	1·78	4·07	11·66	14·14	9·85	7·55	8·72	12·27	16·53
	wood „	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.										
138a	General superintendence (including office expenses) Annas	1st half	0·60	1·17	0·99	0·81	0·73	0·51	1·41	0·59	0·72
		2nd „	0·62	1·37	1·03	0·96	0·77	0·42	1·61	0·70	0·80
139a	Running expenses „	1st half	1·85	2·21	2·14	2·23	0·95	1·71	2·40	3·01	2·74
		2nd „	1·85	2·19	2·05	2·24	0·99	1·49	2·36	3·11	2·83
140a	Fuel† „	1st half	0·89	1·38	3·68	4·76	2·70	2·47	3·65	3·96	7·71
		2nd „	0·77	1·32	4·18	4·17	2·81	2·60	3·35	3·83	6·60
141a	Water „	1st half	0·11	0·23	0·34	0·21	0·12	0·17	0·16	0·28	0·49
		2nd „	0·10	0·24	0·29	0·21	0·14	0·13	0·15	0·29	0·55
142a	Oil, tallow and other stores „	1st half	0·33	0·34	0·44	0·30	0·32	0·29	0·49	0·28	0·46
		2nd „	0·35	0·32	0·42	0·32	0·32	0·28	0·52	0·30	0·47
143a	Maintenance and renewal of locomotives „	1st half	2·17	2·30	2·41	2·17	1·07	2·02	2·21	2·88	3·35
		2nd „	1·84	3·29	2·43	2·41	1·24	1·11	1·58	3·38	3·52
143A (a)	Maintenance and renewal of machinery, tools and plant „	1st half	0·14	0·13	0·13	0·30	0·17	0·21	0·35	0·13	0·30
		2nd „	0·11	0·16	0·13	0·27	0·18	0·25	0·16	0·17	0·48
144a	Other charges (net) „	1st half	1·23	2·75	1·19	1·29	1·24	0·26	1·90	1·62	2·08
		2nd „	0·85	1·13	1·27	0·88	0·65	0·20	1·22	1·63	1·49
145a	Total locomotive expenses „	1st half	7·32	10·51	11·32	12·07	7·30	7·64	12·57	12·75	17·85
		2nd „	6·49	10·62	11·80	11·46	7·10	6·48	10·95	13·41	16·74
†	Fuel consumed in terms of coal* lbs.	1st half	61·46	47·94	52·84	44·48	39·48	47·63	57·26	45·54	66·05
		2nd „	60·57	45·29	50·19	41·31	39·85	48·29	53·88	43·75	55·89
	wood „	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.										
138b	General superintendence (including office expenses) Annas	1st half	0·50	1·05	0·88	0·72	0·61	0·39	1·27	0·51	0·61
		2nd „	0·52	1·25	0·90	0·84	0·65	0·31	1·44	0·61	0·70
139b	Running expenses „	1st half	1·54	1·99	1·90	1·96	0·80	1·30	2·15	2·63	2·34
		2nd „	1·56	1·98	1·81	1·97	0·84	1·11	2·11	2·74	2·47
140b	Fuel† „	1st half	0·74	1·24	3·27	4·19	2·25	1·88	3·28	3·47	6·59
		2nd „	0·65	1·20	3·68	3·66	2·36	1·95	3·00	3·38	5·77
141b	Water „	1st half	0·09	0·20	0·30	0·19	0·10	0·13	0·15	0·24	0·42
		2nd „	0·08	0·21	0·25	0·18	0·12	0·10	0·13	0·25	0·48
142b	Oil, tallow and other stores „	1st half	0·27	0·31	0·40	0·28	0·26	0·22	0·44	0·25	0·40
		2nd „	0·30	0·29	0·38	0·28	0·27	0·21	0·47	0·26	0·41
143b	Maintenance and renewal of locomotives „	1st half	1·80	2·06	2·15	1·91	0·89	1·53	1·99	2·52	2·87
		2nd „	1·54	2·98	2·14	2·12	1·05	0·83	1·41	2·98	3·07
143A (b)	Maintenance and renewal of machinery, tools and plant „	1st half	0·12	0·12	0·15	0·26	0·14	0·17	0·31	0·12	0·25
		2nd „	0·09	0·14	0·11	0·24	0·15	0·18	0·14	0·15	0·43
144b	Other charges (net) „	1st half	1·02	2·47	1·06	1·13	1·04	0·20	1·71	1·42	1·78
		2nd „	0·71	1·03	1·12	0·77	0·54	0·15	1·09	1·44	1·30
145b	Total locomotive expenses „	1st half	6·08	9·44	10·07	10·62	6·09	5·82	11·30	11·16	15·26
		2nd „	5·45	9·08	10·39	10·06	5·98	4·84	9·79	11·81	14·63
†	Fuel consumed in terms of coal* lbs.	1st half	51·06	43·07	47·06	39·13	32·95	36·25	51·48	39·86	56·43
		2nd „	50·85	41·06	44·17	36·27	33·56	36·12	48·12	38·52	48 83
	wood „	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed state railway, which uses Singareni coal.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES. Half-years ended the 30th June and the 31st December 18 96

GAUGE.	METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kanuia-Dharila (2'6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section.	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
15·46	4·57	7·57	15·54	10·02	18·91	16·11	14·23	8·31	...	22·00	21·97	17·61	1st half	†
14·79	4·01	7·72	16·79	9·94	16·71	15·10	13·96	8·57	...	23·19	23·02	18·40	2nd „	
...	...	...	...	...	...	...	...	...	3·11	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	2·90	...	...	...	2nd „	
0·86	1·14	0·47	0·93	0·80	0·63	0·51	0·95	0·75	0·78	0·55	0·53	1·00	1st half	138a
0·88	1·41	0·58	1·06	0·74	0·61	1·47	0·89	0·69	0·87	0·54	0·52	1·06	2nd „	
2·19	1·88	1·00	1·87	1·40	1·54	1·65	2·36	1·11	0·89	0·79	0·76	1·51	1st half	139a
2·19	1·82	1·08	1·96	1·33	1·49	2·55	2·22	1·08	0·93	0·78	0·75	1·68	2nd „	
5·68	1·93	1·66	4·11	2·39	3·92	4·75	3·41	1·97	1·79	4·50	4·36	4·01	1st half	140a
5·53	1·98	1·42	4·03	2·25	3·58	3·53	3·37	1·92	1·41	4·47	4·31	3·75	2nd „	
0·16	0·39	0·10	0·21	0·18	0·18	0·29	0·30	0·11	0·14	0·23	0·36	0·13	1st half	141a
0·21	0·38	0·12	0·22	0·18	0·16	0·47	0·25	0·10	0·16	0·23	0·39	0·14	2nd „	
0·27	0·36	0·17	0·15	0·16	0·31	0·53	0·37	0·20	0·23	0·33	0·32	0·20	1st half	142a
0·30	0·32	0·21	0·14	0·15	0·32	1·07	0·25	0·22	0·26	0·32	0·31	0·21	2nd „	
3·21	2·43	0·79	1·79	1·71	1·77	0·51	1·35	0·92	1·81	1·34	1·29	1·45	1st half	143a
3·24	1·81	0·91	1·99	1·24	1·46	0·82	1·50	0·79	1·23	1·14	1·10	2·53	2nd „	
0·09	0·26	0·04	0·16	0·34	0·01	...	0·14	0·12	0·13	0·08	0·09	0·09	1st half	143A (a)
0·11	0·21	0·06	0·14	0·24	0·02	0·01	0·14	0·12	0·12	0·13	0·12	0·22	2nd „	
1·01	1·02	0·45	1·20	1·09	0·58	0·18	0·54	1·12	0·27	0·44	0·41	0·06	1st half	144a
1·04	1·12	0·33	0·49	1·24	0·36	0·50	0·52	0·56	0·41	0·43	0·42	0·13	2nd „	
13·47	9·41	4·68	10·42	8·07	8·94	8·42	9·42	6·30	6·04	8·26	8·12	8·45	1st half	145a
13·50	9·05	4·71	10·03	7·37	8·00	10·42	9·14	5·48	5·39	8·04	7·92	9·72	2nd „	
51·47	59·18	30·78	37·01	33·42	29·03	41·25	33·60	33·21	...	28·67	27·76	31·85	1st half	†
52·35	60·33	25·71	33·56	31·72	29·96	32·40	33·75	31·39	...	26·98	26·18	28·54	2nd „	
...	...	...	...	...	...	...	...	...	80·31	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	68·10	...	...	...	2nd „	
0·73	0·98	0·39	0·80	0·74	0·54	0·40	0·81	0·61	0·66	0·51	0·52	0·94	1st half	138b
0·73	1·24	0·49	0·92	0·69	0·52	1·22	0·77	0·56	0·73	0·51	0·51	1·00	2nd „	
1·84	1·64	0·84	1·62	1·29	1·31	1·29	2·04	0·91	0·74	0·74	0·74	1·41	1st half	139b
1·84	1·61	0·90	1·70	1·23	1·27	2·12	1·94	0·88	0·78	0·73	0·73	1·58	2nd „	
4·80	1·67	3·40	3·54	2·21	3·34	3·72	2·95	1·61	1·49	4·22	4·24	3·73	1st half	140b
4·64	1·75	1·19	3·50	2·08	3·02	2·93	2·94	1·56	1·18	4·19	4·19	3·54	2nd „	
0·14	0·33	0·08	0·18	0·16	0·16	0·23	0·26	0·09	0·11	0·22	0·35	0·12	1st half	141b
0·17	0·33	0·10	0·19	0·17	0·13	0·39	0·22	0·08	0·13	0·21	0·38	0·13	2nd „	
0·23	0·31	0·15	0·13	0·15	0·26	0·41	0·32	0·16	0·19	0·31	0·31	0·18	1st half	142b
0·26	0·28	0·18	0·12	0·14	0·26	0·89	0·22	0·18	0·22	0·30	0·30	0·20	2nd „	
2·71	2·11	0·66	1·55	1·57	1·50	0·40	1·17	0·75	1·51	1·25	1·26	1·35	1st half	143b
2·72	1·58	0·76	1·74	1·14	1·24	0·68	1·30	0·64	1·03	1·07	1·07	2·39	2nd „	
0·08	0·23	0·03	0·13	0·31	0·01	...	0·11	0·10	0·11	0·08	0·08	0·08	1st half	143A (b)
0·09	0·18	0·05	0·13	0·22	0·02	0·01	0·13	0·10	0·09	0·12	0·12	0·21	2nd „	
0·86	0·88	0·38	1·03	1·01	0·50	0·14	0·47	0·92	0·23	0·41	0·40	0·06	1st half	144b
0·88	0·98	0·28	0·43	1·14	0·32	0·42	0·45	0·46	0·35	0·41	0·42	0·12	2nd „	
11·39	8·15	3·93	8·98	7·44	7·62	6·59	8·13	5·15	5·04	7·74	7·90	7·87	1st half	145b
11·33	7·95	3·95	8·73	6·81	6·78	8·66	7·97	4·46	4·51	7·54	7·71	9·17	2nd „	
43·49	51·34	25·86	31·89	30·82	24·74	32·30	28·98	27·17	...	26·86	27·00	29·65	1st half	†
43·92	52·97	21·55	29·21	29·33	25·37	26·93	29·43	25·55	...	25·29	25·47	26·92	2nd „	
...	...	...	...	...	...	...	...	...	67·05	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	56·99	...	...	...	2nd „	

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1896.

TABLE B.—LOCOMOTIVE

Progressive number.	Headings.	1896.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	STANDARD LINES WORKED BY TEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	PER 1,000 GROSS TON-MILES.										
138c	General superintendence (including office expenses) . . . . R	1st half	0·10	0·19	0·20	0·15	0·14	0·13	0·28	0·12	0·12
		2nd „	0·11	0·24	0·20	0·19	0·16	0·08	0·32	0·16	0·15
139c	Running expenses . . . . . „	1st half	0·31	0·35	0·43	0·42	0·19	0·37	0·48	0·63	0·44
		2nd „	0·31	0·39	0·40	0·44	0·21	0·28	0·47	0·71	0·54
140c	Fuel† . . . . . „	1st half	0·15	0·22	0·74	0·89	0·53	0·55	0·73	0·83	1·25
		2nd „	0·14	0·23	0·82	0·82	0·60	0·49	0·67	0·87	1·27
141c	Water . . . . . „	1st half	0·02	0·04	0·07	0·04	0·02	0·04	0·03	0·06	0·08
		2nd „	0·01	0·04	0·06	0·04	0·03	0·02	0·03	0·07	0·11
142c	Oil, tallow and other stores . . „	1st half	0·06	0·05	0·09	0·06	0·06	0·06	0·10	0·06	0·08
		2nd „	0·06	0·06	0·08	0·06	0·07	0·05	0·10	0·07	0·09
143c	Maintenance and renewal of locomotives . . . . . „	1st half	0·37	0·37	0·48	0·41	0·21	0·46	0·44	0·64	0·54
		2nd „	0·31	0·58	0·48	0·48	0·26	0·21	0·32	0·77	0·68
143A (c)	Maintenance and renewal of machinery, tools and plant . . . „	1st half	0·02	0·02	0·02	0·06	0·03	0·05	0·07	0·03	0·05
		2nd „	0·02	0·03	0·02	0·05	0·04	0·05	0·03	0·04	0·09
144c	Other charges (net) . . . . „	1st half	0·21	0·44	0·24	0·24	0·24	0·06	0·38	0·34	0·33
		2nd „	0·14	0·20	0·25	0·17	0·14	0·04	0·24	0·37	0·29
145c	Total locomotive expenses . . „	1st half	1·24	1·68	2·27	2·27	1·42	1·72	2·51	2·68	2·89
		2nd „	1·10	1·77	2·31	2·25	1·51	1·22	2·18	3·06	3·22
†	Fuel consumed in terms of coal* . . lbs.	1st half	166·68	122·23	169·54	133·58	122·65	171·19	182·78	153·03	171·34
		2nd „	164·95	127·90	156·89	129·59	135·34	145·56	172·22	159·74	172·51
	wood . . „	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.										
146a	General superintendence (including office expenses) . . . . Annas	1st half	0·14	0·24	0·38	0·27	0·19	0·38	0·35	0·18	0·25
		2nd „	0·14	0·28	0·39	0·22	0·19	0·26	0·42	0·21	0·31
147a	Repairs and renewals of coaching vehicles . . . . . „	1st half	0·41	0·37	0·93	0·68	1·25	0·72	0·25	0·88	0·93
		2nd „	0·49	0·04	1·06	0·70	1·30	0·52	0·14	1·02	0·99
148a	Repairs and renewals of goods vehicles „	1st half	1·52	1·19	0·77	2·24	1·80	3·04	0·16	0·89	1·30
		2nd „	1·32	0·04	0·91	1·90	3·88	0·47	0·36	1·02	1·49
148A (a)	Repairs and renewals of machinery, tools and plant . . . . „	1st half	0·06	0·02	0·09	0·04	0·04	0·02	0·06	0·05	0·16
		2nd „	0·06	0·02	0·10	0·05	0·05	0·03	0·10	0·07	0·23
149a	Cleaning and oiling . . . . „	1st half	0·14	0·53	0·30	0·42	0·34	0·30	0·33	0·32	0·31
		2nd „	0·16	0·67	0·30	0·45	0·40	0·27	0·50	0·40	0·40
150a	Other charges (net) . . . . „	1st half	0·01	0·08	0·01	0·10	0·04	0·03	0·01	0·34	0·40
		2nd „	0·01	0·07	0·01	0·09	0·01	0·02	0·04	0·34	0·52
151a	Total carriage and wagon expenses „	1st half	2·28	2·43	2·48	3·75	2·96	4·49	1·16	2·66	3·35
		2nd „	2·18	1·12	2·77	2·51	5·83	1·57	1·56	3·06	3·96
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.										
146b	General superintendence (including office expenses) . . . . R	1st half	0·34	0·39	1·11	0·73	0·42	1·23	1·29	0·61	0·58
		2nd „	0·34	0·50	1·26	0·60	0·54	0·67	1·39	0·73	0·84
147b	Repairs and renewals of coaching vehicles (a) . . . . . „	1st half	3·41	2·79	6·60	5·35	8·46	5·00	2·16	9·68	8·30
		2nd „	4·06	0·69	7·85	5·17	8·62	4·51	1·06	9·08	7·57
148b	Repairs and renewals of goods vehicles (a) . . . . . „	1st half	5·32	2·47	3·75	9·42	3·63	18·60	1·00	4·26	4·19
		2nd „	4·69	2·42	5·25	4·51	18·89	1·74	2·12	5·70	5·97
148A (b)	Repairs and renewals of machinery, tools and plant . . . . „	1st half	0·13	0·02	0·27	0·11	0·09	0·07	0·20	0·18	0·39
		2nd „	0·15	0·03	0·32	0·13	0·13	0·07	0·33	0·24	0·65
149b	Cleaning and oiling . . . „	1st half	0·35	0·85	0·87	1·16	0·76	0·97	1·21	1·07	0·73
		2nd „	0·40	1·22	0·97	1·26	1·13	0·71	1·66	1·37	1·04
150b	Other charges (net) . . . . „	1st half	0·01	0·12	0·03	0·28	0·09	0·08	0·05	1·13	0·94
		2nd „	0·03	0·12	0·03	0·26	0·02	0·05	0·12	1·15	1·37
151b	Total carriage and wagon expenses „	1st half	5·60	3·94	7·19	10·28	6·57	14·57	4·25	8·87	7·92
		2nd „	5·43	4·98	8·98	7·02	16·38	4·05	5·15	10·49	10·40

Table C.—Carriage and

* The standard used is Kurhurbaree coal, except in the case of

(a) These two items are calculated respectively upon the coaching and goods vehicle-mileage;

—continued.

RAILWAYS—(Part II) —*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.* Half-years ended the 30th June and the 31st December 1896.

GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	METRE GAUGE. STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
										LXVI. Jodhpore-Bikaneer.				
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharla (2′ 6″ gauge) branch.	LII. Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
0·19	0·19	0·15	0·27	0·28	0·24	0·17	0·31	0·28	0·27	0·18	0·18	0·40	1st half	138c
0·19	0·24	0·18	0·33	0·28	0·24	0·46	0·30	0·25	0·32	0·19	0·18	0·46	2nd ,,	
0·47	0·33	0·31	0·56	0·48	0·58	0·53	0·77	0·41	0·29	0·25	0·27	0·61	1st half	139c
0·47	0·32	0·33	0·60	0·50	0·58	0·80	0·76	0·39	0·34	0·27	0·26	0·72	2nd ,,	
1·23	0·33	0·52	1·21	0·83	1·48	1·54	1·11	0·72	0·63	1·45	1·52	1·61	1st half	140c
1·19	0·35	0·43	1·22	0·85	1·38	1·11	1·15	0·69	0·52	1·55	1·51	1·61	2nd ,,	
0·04	0·07	0·03	0·06	0·06	0·07	0·09	0·10	0·04	0·05	0·07	0·13	0·05	1st half	141c
0·04	0·07	0·04	0·07	0·07	0·06	0·15	0·09	0·03	0·06	0·08	0·14	0·06	2nd ,,	
0·06	0·06	0·05	0·04	0·05	0·12	0·17	0·12	0·07	0·08	0·11	0·11	0·08	1st half	142c
0·06	0·06	0·06	0·04	0·06	0·12	0·34	0·09	0·08	0·10	0·11	0·11	0·09	2nd ,,	
0·69	0·42	0·24	0·53	0·59	0·67	0·17	0·44	0·34	0·63	0·43	0·45	0·58	1st half	143c
0·76	0·32	0·27	0·60	0·47	0·57	0·25	0·51	0·28	0·45	0·39	0·38	1·09	2nd ,,	
0·02	0·05	0·01	0·05	0·11	...	...	0·04	0·04	0·05	0·03	0·03	0·03	1st half	143A (c)
0·02	0·03	0·02	0·04	0·09	0·01	...	0·05	0·04	0·04	0·04	0·04	0·10	2nd ,,	
0·22	0·16	0·14	0·35	0·38	0·22	0·06	0·18	0·41	0·10	0·14	0·14	0·03	1st half	144c
0·23	0·19	0·09	0·15	0·46	0·14	0·16	0·18	0·20	0·15	0·15	0·15	0·06	2nd ,,	
2·92	1·61	1·45	3·07	2·78	3·38	2·73	3·07	2·31	2·10	2·66	2·83	3·39	1st half	145c
2·90	1·58	1·42	3·05	2·78	3·10	3·27	3·13	1·96	1·98	2·78	2·77	4·19	2nd ,,	
178·41	161·41	152·69	174·26	184·21	175·46	213·35	175·29	194·88	...	147·80	154·93	204·67	1st half	†
179·93	168·06	123·69	163·14	191·22	185·39	162·68	184·84	180·07	...	149·16	146·64	196·91	2nd ,,	
...	...	...	...	...	...	...	...	...	446·26	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	400·12	...	...	...	2nd ,,	
Wagon Expenses.														
0·24	0·27	0·17	0·22	0·23	0·21	0·51	0·29	0·34	0·31	0·13	0·13	0·33	1st half	146a
0·25	0·30	0·20	0·27	0·21	0·20	0·21	0·27	0·36	0·36	0·15	0·14	0·35	2nd ,,	
0·80	0·83	0·38	0·68	0·63	1·66	0·46	1·02	0·63	0·43	0·42	0·42	0·44	1st half	147a
0·80	0·66	0·31	0·76	0·71	0·95	0·44	0·76	0·58	0·32	0·53	0·51	0·36	2nd ,,	
2·08	0·91	0·85	1·11	0·75	0·85	0·71	1·11	0·87	0·97	0·35	0·33	0·35	1st half	148a
2·04	0·61	0·76	1·36	0·54	0·89	0·19	0·90	0·36	1·00	0·40	0·39	0·67	2nd ,,	
0·06	0·02	0·01	...	0·02	...	...	0·09	0·02	0·04	0·01	0·01	0·04	1st half	148A (a)
0·08	0·02	0·02	0·01	0·03	...	...	0·03	0·02	0·02	0·02	0·02	0·11	2nd ,,	
0·39	0·40	0·19	0·36	0·17	0·20	0·42	0·39	0·21	0·29	0·19	0·21	0·16	1st half	149a
0·40	0·44	0·25	0·40	0·17	0·20	0·67	0·30	0·21	0·32	0·19	0·21	0·27	2nd ,,	
0·41	0·09	0·01	0·07	0·01	0·03	...	0·16	0·03	0·04	0·02	0·01	...	1st half	150a
0·35	...	0·02	0·12	0·01	0·02	0·11	0·05	0·02	0·01	0·01	...	...	2nd ,,	
3·98	2·52	1·61	2·44	1·81	2·95	2·10	3·06	2·10	2·08	1·12	1·11	1·32	1st half	151a
3·92	2·03	1·56	2·92	1·67	2·26	1·62	2·31	1·55	2·03	1·30	1·27	1·76	2nd ,,	
0·74	0·70	0·40	0·54	0·69	0·72	1·60	0·79	0·87	0·77	0·42	0·49	1·10	1st half	146b
0·71	0·72	0·47	0·72	0·70	0·71	0·77	0·76	0·91	0·94	0·47	0·55	1·27	2nd ,,	
6·63	7·50	2·67	5·04	5·85	12·60	5·73	7·10	4·26	1·07	2·58	2·80	3·38	1st half	147b
6·58	6·68	1·83	4·89	6·83	6·97	4·51	5·27	4·31	2·06	3·56	4·28	2·14	2nd ,,	
10·02	3·24	3·16	4·45	3·39	5·32	2·93	5·04	3·68	2·46	2·39	2·89	1·98	1st half	148b
8·97	1·94	2·96	6·16	2·80	5·94	1·04	4·22	1·36	4·54	2·52	2·82	5·98	2nd ,,	
0·18	0·03	0·02	0·02	0·07	...	...	0·24	0·06	0·10	0·03	0·03	0·14	1st half	148 (b)
0·23	0·04	0·05	0·03	0·12	...	...	0·08	0·05	0·05	0·08	0·08	0·40	2nd ,,	
1·19	1·03	0·45	0·92	0·54	0·69	1·28	1·07	0·54	0·72	0·63	0·78	0·52	1st half	149b
1·14	1·06	0·59	1·07	0·58	0·70	2·45	0·83	0·54	0·84	0·62	0·82	0·98	2nd ,,	
1·23	0·23	0·02	0·20	0·02	0·10	0·01	0·45	0·07	0·11	0·05	0·03	...	1st half	150b
0·99	...	0·02	0·34	0·02	0·07	0·42	0·15	0·05	0·02	0·02	0·01	...	2nd ,,	
12·11	6·44	3·88	6·34	5·51	10·13	6·52	8·40	5·44	5·23	3·61	4·17	4·35	1st half	151b
11·21	4·89	3·65	7·79	5·62	7·92	5·92	6·43	3·91	5·31	4·19	4·97	6·34	2nd ,,	

† e Nizam's Guaranteed state railway, which uses Singareni coal.
l other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1896. TABLE D.—

Progressive number.	Headings.	1896.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	STANDARD LINES WORKED GUARANTEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.										
152a	General superintendence (including office expenses) . . . *Annas*	1st half	0·55	1·03	0·88	0·65	0·69	0·86	1·10	0·46	0·63
		2nd ,,	0·56	1·30	0·81	0·73	0·77	0·63	1·22	0·55	0·76
153a	Station staff . . . . . ,,	1st half	2·17	2·18	1·93	2·50	2·37	5·03	2·30	2·15	2·99
		2nd ,,	2·27	2·26	1·95	2·56	2·51	4·85	2·73	2·38	3·22
154a	Train staff . . . . ,,	1st half	0·96	0·70	0·64	0·92	0·78	0·68	0·54	1·35	0·59
		2nd ,,	0·94	0·74	0·64	0·90	0·79	0·65	0·66	1·35	0·59
155a	Fuel, lighting, water and general stores . . . . . ,,	1st half	0·46	0·46	0·52	0·44	0·51	0·70	0·34	0·49	0·63
		2nd ,,	0·45	0·57	0·76	0·46	0·55	0·53	0·57	0·57	0·94
156a	Clothing . . . . . ,,	1st half	0·05	0·08	0·02	0·05	0·08	0·06	0·17	0·02	0·07
		2nd ,,	0·04	0·02	0·01	0·10	0·07	0·05	0·05	0·11	0·08
157a	Printing, stationery and tickets . ,,	1st half	0·17	0·36	0·32	0·20	0·30	0·31	0·30	0·20	0·53
		2nd ,,	0·21	0·25	0·40	0·27	0·27	0·30	0·37	0·26	0·46
158a	Charges for delivery and collection of goods, etc. . . . . ,,	1st half	0·01	0·01	...	...	0·01	0·04	...	0·02	0·04
		2nd ,,	0·01	0·01	...	...	0·01	0·07	0·03	0·02	0·06
159a	Miscellaneous expenses . .	1st half	0·03	0·02	0·02	0·01	...	0·07	0·01	0·01	0·01
		2nd ,,	0·03	0·02	0·02	0·01	...	0·04	...	0·02	0·02
160a	Payments to other lines .	1st half	0·06	0·43	0·42	0·08	0·25	...	0·16	0·06	0·39
		2nd ,,	0·06	0·51	0·49	0·10	0·04	...	0·15	0·07	0·21
161a	Other charges (net . . .	1st half	0·01	0·05	0·01	0·04	0·01	0·01	...	0·11	0·10
		2nd ,,	0·01	0·04	0·01	0·06	0·02	0·01	...	0·22	0·10
162a	Total traffic expenses .	1st half	4·47	5·32	4·76	4·89	5·00	7·76	4·92	4·87	5·98
		2nd ,,	4·58	5·72	5·09	5·19	5·03	7·13	5·78	5·55	6·44
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)										
152b	General superintendence (including office expenses)† . . . *Per cent.*	1st half	0·73	1·57	1·53	1·04	1·14	1·39	2·63	0·68	0·58
		2nd ,,	0·79	2·45	1·44	1·27	1·58	0·83	3·01	1·06	0·92
153b	Station staff . . . . . ,,	1st half	2·89	3·33	3·35	3·98	3·94	8·16	5·46	3·18	2·73
		2nd ,,	3·20	4·27	3·48	4·50	5·16	6·34	6·74	4·57	3·88
154b	Train staff . . . . . ,,	1st half	1·28	1·07	1·12	1·47	1·30	1·11	1·28	1·99	0·54
		2nd ,,	1·33	1·41	1·14	1·58	1·61	0·85	1·63	2·61	0·72
155b	Fuel, lighting, water and general stores . . . . . ,,	1st half	0·62	0·71	0·90	0·70	0·86	1·14	0·81	0·73	0·57
		2nd ,,	0·63	1·09	1·35	0·80	1·13	0·69	1·40	1·10	1·13
156b	Clothing . . . . . ,,	1st half	0·07	0·12	0·03	0·07	0·12	0·09	0·40	0·03	0·06
		2nd ,,	0·05	0·05	0·03	0·18	0·15	0·06	0·11	0·20	0·09
157b	Printing, stationery and tickets ,,	1st half	0·23	0·54	0·55	0·31	0·51	0·50	0·72	0·30	0·49
		2nd ,,	0·30	0·47	0·71	0·48	0·56	0·39	0·93	0·49	0·56
158b	Charges for delivery and collection of goods, etc. . . . . ,,	1st half	0·02	0·01	0·01	...	0·02	0·07	...	0·03	0·03
		2nd ,,	0·02	0·01	0·01	...	0·02	0·09	0·07	0·04	0·07
159b	Miscellaneous expenses . . ,,	1st half	0·05	0·03	0·03	0·01	...	0·12	0·02	0·02	0·01
		2nd ,,	0·05	0·04	0·03	0·01	0·01	0·06	0·01	0·04	0·02
160b	Payments to other lines . . ,,	1st half	0·07	0·66	0·72	0·14	0·42	...	0·37	0·09	0·35
		2nd ,,	0·08	0·96	0·87	0·17	0·09	...	0·36	0·13	0·26
161b	Other charges (net) . . . ,,	1st half	0·01	0·08	0·01	0·07	0·01	0·01	0·01	0·17	0·09
		2nd ,,	0·01	0·07	0·01	0·11	0·03	0·01	0·01	0·42	0·12
162b	Total traffic expenses . . ,,	1st half	5·97	8·12	8·25	7·79	8·32	12·59	11·70	7·22	5·45
		2nd ,,	6·46	10·82	9·07	9·10	10·34	9·32	14·27	10·66	7·77
†	General superintendence per cent. on traffic earnings (including steam-boat) . . . *Per cent.*	1st half	0·73	1·57	1·53	1·04	1·14	1·39	2·58	0·68	0·58
		2nd ,,	0·79	2·45	1·44	1·27	1·58	0·82	2·95	1·06	0·92

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1896.

GAUGE.		METRE GAUGE.												
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section.	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
0·97	0·91	0·64	0·73	0·65	0·51	1·43	0·72	0·86	0·80	0·78	0·76	1·00	1st half	152a
0·91	0·95	0·79	0·81	0·63	0·50	2·50	0·80	0·74	0·84	0·73	0·71	1·44	2nd ,,	
2·44	2·30	1·43	2·02	1·59	1·56	1·04	2·69	2·62	1·42	1·44	2·01	2·45	1st half	153a
2·48	2·20	1·62	2·16	1·47	1·59	3·54	2·66	2·31	1·59	1·37	2·07	2·71	2nd ,,	
0·65	0·86	0·49	0·61	0·50	0·34	0·69	0·71	0·46	0·47	0·19	0·18	0·35	1st half	154a
0·66	0·82	0·54	0·65	0·54	0·39	0·99	0·76	0·43	0·49	0·19	0·18	0·45	2nd ,,	
0·81	0·54	0·42	0·62	0·57	0·50	0·32	0·64	0·41	0·36	0·33	0·36	0·48	1st half	155a
0·58	0·53	0·41	0·38	0·45	0·58	0·39	0·55	0·51	0·38	0·40	0·30	0·51	2nd ,,	
0·07	...	0·03	0·06	0·13	0·03	−0·01	0·07	0·05	0·04	...	...	0·02	1st half	156a
0·07	0·04	0·04	0·07	0·09	0·09	0·33	0·12	0·03	0·07	...	...	0·13	2nd ,,	
0·48	0·36	0·37	0·26	0·33	0·42	0·77	0·26	0·29	0·22	0·31	0·29	0·39	1st half	157a
0·44	0·34	0·37	0·23	0·29	0·59	1·29	0·46	0·26	0·40	0·36	0·27	0·62	2nd ,,	
0·01	...	0·13	...	...	...	...	...	...	...	...	...	...	1st half	158a
0·01	...	0·18	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·04	0·03	0·03	0·02	0·04	0·03	0·01	0·05	0·01	0·04	...	...	0·11	1st half	159a
0·02	0·03	0·06	0·02	0·03	0·03	...	0·02	0·02	0·04	...	...	0·16	2nd ,,	
0·16	0·42	...	0·05	0·26	0·07	...	...	...	0·39	0·09	...	0·18	1st half	160a
0·14	10·35	...	0·22	0·23	0·08	...	...	...	0·54	...	...	0·22	2nd ,,	
0·08	0·03	0·11	0·01	0·02	0·02	...	0·05	0·12	...	...	...	0·06	1st half	161a
0·10	...	0·30	0·02	...	...	...	0·03	0·13	...	...	...	0·01	2nd ,,	
5·71	5·45	3·65	4·38	4·09	3·48	5·15	5·19	4·82	3·74	3·14	3·60	5·04	1st half	162a
5·34	5·26	4·31	4·56	3·73	3·85	9·04	5·40	4·43	4·35	3·05	3·53	6·25	2nd ,,	
1·41	1·20	1·33	1·18	1·53	1·17	4·19	1·31	1·70	1·93	1·47	1·50	1·66	1st half	152b
1·34	1·49	1·84	1·49	1·79	1·24	6·23	1·92	1·32	2·35	1·45	1·49	2·73	2nd ,,	
3·55	3·03	2·97	3·30	3·77	3·61	5·67	4·90	5·20	3·44	2·70	3·95	4·08	1st half	153b
3·54	3·47	3·78	3·94	4·15	3·97	8·84	6·40	4·81	4·40	2·71	4·35	5·15	2nd ,,	
0·94	1·14	1·02	1·00	1·19	0·78	2·03	1·29	0·91	1·14	0·35	0·35	0·59	1st half	154b
0·97	1·29	1·27	1·18	1·53	0·97	2·48	1·85	0·76	1·34	0·38	0·38	0·85	2nd ,,	
1·17	0·72	0·87	1·02	1·32	1·16	0·92	1·17	0·81	0·87	0·62	0·71	0·79	1st half	155b
0·86	0·84	0·95	0·70	1·29	1·44	0·96	1·33	0·91	1·06	0·79	0·63	0·96	2nd ,,	
0·11	...	0·06	0·11	0·31	0·07	−0·02	0·13	0·10	0·10	...	...	0·04	1st half	156b
0·11	0·07	0·10	0·13	0·24	0·22	0·82	0·28	0·05	0·18	...	...	0·26	2nd ,,	
0·70	0·47	0·78	0·43	0·77	0·99	2·25	0·48	0·57	0·53	0·57	0·57	0·64	1st half	157b
0·64	0·54	0·87	0·43	0·83	1·47	3·22	1·10	0·45	1·11	0·72	0·57	1·18	2nd ,,	
0·02	...	0·27	...	...	...	...	...	...	...	...	...	...	1st half	158b
0·02	...	0·42	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·06	0·04	0·06	0·03	0·10	0·07	0·02	0·09	0·02	0·10	0·01	...	0·18	1st half	159b
0·03	0·05	0·14	0·03	0·09	0·08	0·01	0·05	0·04	0·10	0·01	0·01	0·29	2nd ,,	
0·23	0·55	0·01	0·08	0·62	0·17	...	...	...	0·94	0·17	...	0·30	1st half	160b
0·20	0·55	0·01	0·39	0·65	0·19	...	...	...	1·50	...	...	0·41	2nd ,,	
0·11	0·03	0·22	0·01	0·04	0·06	0·01	0·10	0·24	...	...	...	0·10	1st half	161b
0·15	...	0·73	0·02	0·01	...	0·01	0·07	0·23	...	...	...	0·03	2nd ,,	
8·30	7·18	7·59	7·16	9·65	8·08	15·07	9·47	9·55	9·05	5·89	7·08	8·38	1st half	162b
7·86	8·30	10·09	8·31	10·58	9·58	22·57	13·00	7·87	12·04	6·06	7·43	11·86	2nd ,,	
1·41	1·20	1·22	1·18	1·53	1·17	4·19	1·31	1·57	1·93	1·46	1·50	0·66	1st half	†
1·34	1·49	1·68	1·49	1·79	1·24	6·23	1·91	1·21	2·35	1·45	1·49	2·73	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1896.

TABLE E.—GENERAL

STANDARD

Progressive number.	Headings.	1896.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	LINES WORKED GUARANTEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.										
163a	Home expenditure . . *Annas*	1st half	(a)0·39	1·37	(a)1·47	0·09	0·27	0·35	...	0·15	0·28
		2nd ,,	(a)0·39	1·75	(a)1·21	...	...	0·19	...	0·18	0·32
164a	Agent's office—salaries and expenses ,,	1st half	0·14	0·54	0·53	0·22	0·32	0·39	0·31	0·17	0·24
		2nd ,,	0·16	0·72	0·48	0·23	0·39	0·35	0·51	0·19	0·26
165a	Audit, accounts, and pay office ,, ,,	1st half	0·56	1·22	1·21	0·58	0·79	0·77	0·62	0·55	0·94
		2nd ,,	0·55	1·01	1·20	0·61	0·84	0·66	1·21	0·66	1·02
166a	Stores department ,, ,,	1st half	0·21	0·31	0·34	0·12	0·19	0·08	0·17	0·18	0·37
		2nd ,,	0·23	0·33	0·35	0·18	0·21	0·06	0·35	0·21	0·40
167a	Medical ,, ,, ,,	1st half	0·15	0·25	0·17	0·11	0·14	0·19	0·08	0·11	0·18
		2nd ,,	0·15	0·29	0·17	0·12	0·15	0·16	0·16	0·13	0·20
168a	Rents and miscellaneous ,, ,,	1st half	0·16	0·34	0·27	0·15	0·16	0·18	0·37	0·11	0·40
		2nd ,,	0·15	0·37	0·25	0·15	0·11	0·17	0·44	0·11	0·36
169a	Police . . . . . ,,	1st half	0·25	0·30	0·44	0·19	0·17	0·17	0·23	0·23	0·29
		2nd ,,	0·26	0·34	0·38	0·21	0·19	0·14	0·28	0·28	0·35
170a	Advertising . . . . . ,,	1st half	0·01	0·01	0·01	...	0·01	0·01	0·02	...	0·01
		2nd ,,	0·02	0·03	0·01	0·01	0·02	0·02	...	0·01	0·02
171a	Electric telegraph . . . . ,,	1st half	0·62	1·32	0·86	0·74	0·79	0·99	1·38	0·56	0·48
		2nd ,,	0·59	1·42	0·89	0·71	0·77	0·77	1·40	0·63	0·80
172a	Other charges (net) . . . . ,,	1st half	0·01	0·04	...	...	0·01	...	...	0·13	0·17
		2nd ,,	0·01	0·05	...	...	0·09	...	...	0·11	0·17
173a	Total general charges . . ,,	1st half	2·50	5·70	5·30	2·26	2·85	3·13	3·18	2·19	3·36
		2nd ,,	2·49	6·31	4·94	2·22	2·77	2·49	4·35	2·51	3·90
	PER CENT. ON TOTAL EARNINGS.										
163b	Home expenditure . . . *Per cent.*	1st half	(a)0·51	1·92	(a) 2·49	0·14	0·44	0·58	...	0·22	0·25
		2nd ,,	(a)0·53	3·02	(a) 2·11	...	...	0·23	...	0·34	0·37
164b	Agent's office—salaries and expenses, ,,	1st half	0·19	0·76	0·90	0·34	0·52	0·65	0·71	0·25	0·22
		2nd ,,	0·22	1·25	0·83	0·39	0·75	0·49	1·20	0·37	0·30
165b	Audit, accounts, and pay office ,, ,,	1st half	0·73	1·72	2·05	0·90	1·27	1·27	1·42	0·80	0·84
		2nd ,,	0·75	1·74	2·09	1·05	1·63	0·93	2·86	1·24	1·20
166b	Stores department ,, ,,	1st half	0·27	0·45	0·57	0·19	0·31	0·12	0·38	0·27	0·33
		2nd ,,	0·31	0·58	0·61	0·30	0·40	0·09	0·83	0·40	0·47
167b	Medical ,, ,, ,,	1st half	0·20	0·36	0·29	0·17	0·22	0·34	0·19	0·16	0·26
		2nd ,,	0·21	0·49	0·29	0·20	0·29	0·22	0·38	0·25	0·24
168b	Rents and miscellaneous ,, ,,	1st half	0·21	0·48	0·45	0·24	0·27	0·31	0·85	0·16	0·35
		2nd ,,	0·21	0·65	0·45	0·24	0·21	0·23	1·02	0·20	0·42
169b	Police . . . . . ,,	1st half	0·33	0·42	0·75	0·30	0·28	0·27	0·53	0·34	0·26
		2nd ,,	0·36	0·59	0·66	0·36	0·37	0·20	0·67	0·53	0·41
170b	Advertising . . . . . ,,	1st half	0·02	0·01	0·01	0·01	0·02	0·02	0·05	...	0·01
		2nd ,,	0·02	0·05	0·01	0·01	0·04	0·03	0·01	0·02	0·03
171b	Electric telegraph . . . . ,,	1st half	0·81	1·86	1·47	1·14	1·27	1·65	3·14	0·81	0·43
		2nd ,,	0·82	2·46	1·56	1·22	1·48	1·07	3·29	1·19	0·93
172b	Other charges (net) . . . . ,,	1st half	0·01	0·06	...	0·01	0·01	...	...	0·20	0·15
		2nd ,,	0·01	0·08	...	0·01	0·18	...	...	0·22	0·20
173b	Total general charges . . . ,,	1st half	3·28	8·04	8·98	3·44	4·61	5·24	7·27	3·21	3·00
		2nd ,,	3·44	10·91	8·61	3·78	5·35	3·49	10·26	4·76	4·57
	PER CENT. ON GROSS EARNINGS.							Table G.—Special and Miscellaneous Ex			
174	Law charges . . . *Per cent.*	1st half	0·01	...	0·01	...	...	0·01	0·01	0·03	0·01
		2nd ,,	0·01	0·01	0·02	...	...	0·01	0·04	0·03	0·01
175	Compensation . . . . . ,,	1st half	0·05	...	0·05	0·07	0·07	0·74	0·03	0·02	0·09
		2nd ,,	0·03	...	0·05	0·21	0·13	0·38	0·06	0·01	0·15
176	Rates and taxes . . . . . ,,	1st half	0·12	0·01	0·02	0·05	0·02	0·30	0·18	0·12	0·14
		2nd ,,	0·13	0·01	0·02	0·03	0·03	0·14	0·21	0·19	0·21
177	Payments to other lines . . ,,	1st half	0·78	0·74	3·43	0·29	0·38	0·40	0·68	0·92	0·26
		2nd ,,	0·56	2·70	4·31	0·30	0·56	3·20	...	0·73	0·24
178	Other charges (net) . . . ,,	1st half	0·29	0·62	1·86	0·67	0·59	0·60	0·64	0·22	0·12
		2nd ,,	0·28	1·25	0·65	0·81	0·70	0·52	0·71	0·30	0·70
179	Total special and miscellaneous expenses . . . . . ,,	1st half	1·25	1·37	5·37	1·08	1·06	2·05	1·54	1·31	0·62
		2nd ,,	1·00	3·97	5·05	1·35	1·42	4·25	0·98	1·26	1·31

(a) Including cost of Government controlling establishment.

A—*continued.*

RAILWAYS—(Part II) —*continued.*

EXPENSES —*concluded.*

CHARGES.

Half-years ended the 30th June and the 31st December 1896.

GAUGE.	METRE GAUGE.													
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railway system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharlla (2'6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer. Jodhpore section.	LXVI. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávna gar-Gondal-Junágarh-Porbandar railway system.		
0·45	1·59	(*a*)0·88	0·55	0·88	(*a*)0·84	1·32	...		(*a*)1·31	...	...	0·04	1st half .	163*a*
0·46	1·57	(*a*)0·96	0·67	0·80	(*a*)0·84	2·45	0·97		(*a*)1·48	...	...	0·07	2nd „ .	
0·37	0·49	0·25	0·14	0·23	0·20	1·26	0·36		0·72	...	...	0·82	1st half .	164*a*
0·40	0·60	0·25	0·18	0·22	0·20	2·00	0·34		0·84	...	...	1·38	2nd „ .	
0·93	1·62	0·80	0·62	0·65	0·64	1·78	0·76		0·96	0·97	0·82	1·21	1st half .	165*a*
0·93	1·53	0·79	0·76	0·66	0·64	3·24	0·72		1·17	0·76	0·79	1·99	2nd „ .	
0·14	0·31	0·12	0·20	0·19	0·14	0·35	0·26		0·27	0·15	0·15	0·24	1st half .	166*a*
0·14	0·29	0·08	0·25	0·18	0·13	0·59	0·21		0·31	0·16	0·15	0·37	2nd „ .	
0·19	0·33	0·11	0·15	0·14	0·12	0·32	0·16		0·10	0·05	0·06	0·30	1st half .	167*a*
0·19	0·32	0·12	0·18	0·13	0·12	0·64	0·17		0·12	0·05	0·05	0·45	2nd „ .	
0·14	0·57	0·19	0·16	0·20	0·31	0·15	0·18		0·33	0·02	0·17	0·32	1st half .	168*a*
0·10	0·49	0·23	0·15	0·21	0·26	0·24	0·18		0·38	0·07	0·27	0·40	2nd „ .	
0·24	0·69	0·25	0·34	0·31	0·20	0·22	0·17		0·37	0·02	0·10	0·62	1st half .	169*a*
0·25	0·63	0·47	0·40	0·29	0·18	0·31	0·16		0·81	0·03	0·10	0·92	2nd „ .	
0·03	0·01	0·01	...	0·01	0·01	0·06	0·05		0·04	...	...	0·01	1st half .	170*a*
0·04	...	0·01	0·01	0·01	0·04	0·07	0·03		0·03	...	...	0·02	2nd „ .	
0·90	0·87	0·73	1·02	1·00	0·57	0·96	0·95		0·89	0·71	0·82	1·04	1st half .	171*a*
0·89	0·72	0·82	1·07	0·94	0·56	1·40	0·87		0·90	0·63	0·68	1·26	2nd „ .	
0·31	...	...	0·04	...	...	...	0·01		...	...	...	...	1st half .	172*a*
0·28	...	...	...	...	—0·01	...	0·01		...	...	...	...	2nd „ .	
3·70	6·48	3·34	3·22	3·61	3·03	6·42	2·90		4·96	1·92	2·12	4·60	1st half .	173*a*
3·68	6·14	3·73	3·67	3·44	2·96	10·94	3·66		6·04	1·70	2·04	6·86	2nd „ .	
0·64	2·05	(*a*)1·60	0·89	2·03	(*a*)1·93	3·79	...	Included with the standard gauge.	(*a*)2·85	...	...	0·07	1st half .	163*b*
0·66	2·41	(*a*)1·97	1·19	2·24	(*a*)2·04	5·90	2·28		(*a*)3·65	...	...	0·13	2nd „ .	
0·52	0·64	0·47	0·23	0·53	0·46	3·61	0·65		1·56	...	...	1·35	1st half .	164*b*
0·58	0·92	0·52	0·32	0·61	0·50	4·81	0·79		2·06	...	...	2·55	2nd „ .	
1·32	2·08	1·46	0·98	1·51	1·47	5·12	1·35		2·09	1·51	1·48	1·98	1st half .	165*b*
1·34	2·35	1·63	1·34	1·84	1·55	7·80	1·71		2·87	1·49	1·50	3·68	2nd „ .	
0·20	0·39	0·21	0·32	0·43	0·32	1·01	0·46		0·58	0·24	0·27	0·39	1st half .	166*b*
0·20	0·44	0·17	0·45	0·49	0·32	1·41	0·49		0·76	0·32	0·29	0·67	2nd „ .	
0·28	0·42	0·20	0·24	0·32	0·28	0·91	0·29		0·22	0·07	0·10	0·50	1st half .	167*b*
0·27	0·48	0·25	0·32	0·37	0·30	1·54	0·39		0·29	0·10	0·10	0·83	2nd „ .	
0·21	0·73	0·36	0·25	0·47	0·71	0·44	0·32		0·71	0·03	0·31	0·52	1st half .	168*b*
0·15	0·74	0·46	0·28	0·57	0·65	0·59	0·44		0·95	0·13	0·52	0·73	2nd „ .	
0·34	0·89	0·46	0·55	0·71	0·45	0·64	0·30		0·82	0·03	0·19	1·01	1st half .	169*b*
0·36	0·97	0·96	0·71	0·80	0·45	0·75	0·39		2·00	0·06	0·20	1·69	2nd „ .	
0·04	0·02	0·01	...	0·02	0·03	0·18	0·10		0·03	...	...	0·02	1st half .	170*b*
0·05	...	0·01	0·01	0·02	0·10	0·16	0·08		0·07	...	...	0·04	2nd „ .	
1·29	1·24	1·34	1·64	2·33	1·30	2·76	1·70		1·92	1·12	1·48	1·70	1st half .	171*b*
1·28	1·11	1·76	1·90	2·61	1·38	3·37	2·06		2·23	1·23	1·29	2·33	2nd „ .	
0·44	...	...	0·06	0·01	...	...	0·01		...	...	...	...	1st half .	172*b*
0·41	...	0·01	...	...	—0·02	...	0·02		...	...	...	...	2nd „ .	
5·28	8·36	6·11	5·16	8·36	6·95	18·46	5·18		10·78	3·00	3·83	7·35	1st half .	173*b*
5·30	9·42	7·68	6·52	9·55	7·27	26·33	8·65		14·88	3·33	3·90	12·65	2nd „ .	
penses.														
0·01	0·03	0·39	...	0·31	0·01	...	0·01		0·01	...	...	0·14	1st half .	174
...	0·03	0·03	...	0·10	0·01	0·07	...		—0·16	...	...	0·07	2nd „ .	
0·02	0·01	0·33	0·03	0·04	0·01	...	0·17		0·02	0·01	...	0·17	1st half .	175
0·03	0·05	0·04	0·12	0·02	0·01	0·03	0·02		0·06	0·01	...	0·05	2nd „ .	
0·09	...	0·05	0·01	0·08	0·08	...	0·36		...	...	...	...	1st half .	176
0·28	...	0·06	0·01	0·08	0·33	...	0·42		0·02	...	...	...	2nd „ .	
0·05	0·07	0·04	0·07	0·19	0·17	...	...		0·09	1·67	1·02	0·10	1st half .	177
...	0·11	0·06	0·05	0·26	0·46	...	...		0·15	1·10	1·54	0·16	2nd „ .	
0·55	0·50	1·25	0·58	0·16	0·34	0·82	0·63		7·68	0·18	0·17	1·03	1st half .	178
0·52	0·72	1·94	0·67	0·21	0·36	1·77	0·65		10·69	0·24	0·16	1·22	2nd „ .	
0·72	0·61	2·06	0·69	0·78	0·58	0·82	1·16		7·80	1·86	1·19	1·44	1st half .	179
0·83	0·91	2·13	0·85	0·67	1·17	1·87	1·09		10·76	1·35	1·70	1·50	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896. EXTRACT FROM TABLES PRINTED

STANDARD

Progressive number.	Headings.		1896.	State lines worked by companies. I. East Indian railway system.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	FROM APPENDIX I.											
180	Average number of locomotives on the line	*No.*	1st half	595	116	111	439	163	98	48	605	167
			2nd "	589	114	111	461	162	105	48	605	165
181	Average miles run per locomotive per diem	*Miles*	1st half	66·75	41·25	45·19	52·18	50·94	68·40	64·19	51·03	58·46
			2nd "	65·98	38·53	44·95	46·26	46·39	83·71	55·02	41·65	49·64
	lbs. coal per engine-mile (coal-burning engines)—											
182	Coaching	*lbs.*	1st half		55·32							48·65
			2nd "		40·51							45·82
183	Goods	"	1st half	51·06		47·06	39·13	33·39	36·25	51·48	39·86	60·37
			2nd "		43·05		36·27	33·56	36·07	48·12	38·52	51·07
184	Mixed	"	1st half	50·85	41·06							50·66
			2nd "									49·44
	lbs. wood per engine-mile (wood-burning engines)—											
185	Coaching	*lbs.*	1st half	...	...	...	...	...	...	...	...	...
			2nd "	...	...	...	...	...	...	...	...	...
186	Goods	"	1st half	...	...	...	...	...	...	...	...	...
			2nd "	...	...	...	...	...	...	...	...	...
187	Mixed	"	1st half	...	...	...	...	...	...	...	...	...
			2nd "	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—											
188	Coaching	*Tons*	1st half	178·83	273·51	138·07	213·39	182·20	144·55	223·21	161·04	164·40
			2nd "	172·24	60·97	138·12	208·02	177·07	166·59	299·37	156·24	161·64
189	Goods	"	1st half	418·59	354·48	306·59	298·15	262·12	334·10	122·00	286·10	459·68
			2nd "	420·23	313·18	338·94	288·47	209·84	441·69	168·94	265·35	382·93
190	Mixed	"	1st half	228·38	300·76	265·49	277·36	290·36	192·91	295·41	...	226·09
			2nd "	227·74	267·14	268·80	254·86	258·73	219·96	257·15	...	214·60
	Average through speed of trains—											
191	Coaching	*Miles per hour*	1st half	24·19	16·00	24·36	22·37	23·28	17·63	13·06	22·87	21·12
			2nd "	24·26	28·57	24·32	22·24	23·28	17·63	13·62	23·03	21·14
192	Goods	"	1st half	12·20	10·43	11·16	11·83	7·39	12·52	10·57	10·51	10·00
			2nd "	12·23	10·44	11·36	11·85	7·39	12·52	10·57	10·73	9·59
193	Mixed	"	1st half	16·34	15·98	15·08	15·42	12·00	13·68	13·06	15·47	15·27
			2nd "	16·42	15·96	15·16	15·39	12·00	13·68	13·62	15·35	15·41
	FROM APPENDIX II.											
194	Average mileage *per diem* of coaching vehicles, including brakes	*Miles*	1st half	216,920	37,498	37,878	158,401	63,312	46,431	18,569	155,376	58,625
			2nd "	214,534	35,042	37,372	156,836	59,518	47,950	19,716	155,677	58,831
195	Goods ditto ditto	"	1st half	640,148	82,261	59,941	285,872	106,243	57,067	26,114	402,674	159,484
			2nd "	619,418	56,838	60,443	244,812	79,937	120,985	24,003	269,718	103,487
	Average lead of passengers	*Miles*	1st half	63·40	60·29	73·87	52·84(*a*)	45·24	23·48	38·41	39·96	22·49
			2nd "	62·95	57·25	73·07	50·70(*a*)	44·19	23·47	42·75	38·45	21·61
	Average lead of goods	"	1st half	208·37	108·26	140·34	134·83(*a*)	93·05	95·78	100·15	229·50	141·78
			2nd "	206·56	89·94	147·44	137·54(*a*)	87·88	80·74	92·87	207·06	129·01
	Total tonnage of goods lifted	*Tons*	1st half	3,436,898	689,466	304,539	2,544,688(*a*)	921,255	503,747	315,194	1,572,119	1,234,276
			2nd "	3,355,062	577,892	345,928	2,002,106(*a*)	685,123	1,122,251	273,870	1,054,540	700,360

(*a*) Entire system.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

AS APPENDICES TO THE ANALYSES.

Half-years ended the 30th June and the 31st December 1896.

GAUGE.	METRE GAUGE.												
GUARANTEED PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
										LXVI. Jodhpore-Bickaneer.		LXVIII. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western railway system.	XL. Rajputana-Malwa railways system.	XLII. Southern Mahratta railway system.	XLV. South Indian railway system.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal, including the Kaunia-Dharlia (2′6″ gauge) branch.	LII. Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.			
166	50	106	446	215	202	23	124	76	26	17		33	1st half .	180
166	50	106	443	213	203	25	131	78	26	17		32	2nd „ .	
49·73	47·71	58·59	41·88	50·15	55·44	49·74	62·29	71·63	62·91	61·65		63·50	1st half .	181
49·76	49·64	51·22	35·27	52·49	55·70	26·61	59·27	76·86	53·20	60·97		42·83	2nd „ .	
	33·33		31·24		24·47		29·62		...				1st half .	182
	34·16		27·60		20·35		29·89		...				2nd „ .	
43·49	53·79	25·86	33·31	30·82	24·82	32·30	25·12	27·17	...	26·86	27·00	29·65	1st half .	183
43·92	54·70	21·55	31·11	29·33	17·88	26·93	25·35	25·55	...	25·29	25·47	26·92	2nd „ .	
	54·08		21·20		26·65		32·32		...				1st half .	184
	56·89		21·39		23·43		32·61		...				2nd „ .	
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half .	185
...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „ .	
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half .	186
...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „ .	
...	...	...	...	...	...	...	...	...	67·05	...	...	...	1st half .	187
...	...	...	...	...	...	...	...	...	56·99	...	...	...	2nd „ .	
140·24	134·77	144·37	106·24	85·99	100·59	184·02	137·31	96·83	(c)	101·14	84·80	65·26	1st half .	188
141·12	125·40	141·52	101·78	76·22	86·40	130·59	137·45	100·99	(c)	102·40	113·31	66·95	2nd „ .	
315·56	373·82	161·97	208·51	255·21	107·42	145·17	171·40	194·44	(c)	146·55	141·90	129·87	1st half .	189
319·26	302·76	188·31	210·09	246·46	111·50	165·33	159·80	202·29	(c)	146·22	148·95	114·15	2nd „ .	
283·67	357·19	169·41	131·54	194·18	165·44	165·34	165·31	129·77	(c)	131·65	112·48	120·97	1st half .	190
288·07	372·83	170·36	128·98	185·54	162·94	163·17	152·37	129·28	(c)	115·59	107·40	111·56	2nd „ .	
19·72	21·19	...	18·73	16·31	16·00	...	17·01	17·45	...	...	...	20·60	1st half .	191
19·72	21·19	...	18·73	16·31	18·00	...	16·23	17·45	...	...	...	20·51	2nd „ .	
12·19	10·77	11·00	9·51	8·30	9·50	...	11·43	11·17	...	9·87	13·33	10·90	1st half .	192
12·19	10·77	11·00	9·51	8·30	9·50	...	11·02	11·17	...	10·12	12·62	10·93	2nd „ .	
13·31	13·16	12·15	14·12	12·81	12·00	11·45	14·02	12·90	11·48	12·20	...	12·26	1st half .	193
13·31	13·16	12·15	14·12	12·81	12·00	10·61	13·70	12·90	12·38	12·20	14·01	12·29	2nd „ .	
51,800	13,499	47,429	135,639	67,164	78,613	4,468	61,089	41,173	12,146	9,030	862	15,785	1st half .	194
51,056	13,321	48,360	131,723	67,647	81,685	3,384	61,390	41,460	11,745	8,398	823	13,577	2nd „ .	
94,844	37,973	88,305	248,155	137,073	95,402	13,580	92,985	66,613	21,811	11,886	1,097	21,394	1st half .	195
96,109	38,358	73,352	184,185	126,291	88,973	6,087	90,815	80,551	15,888	10,511	1,419	9,273	2nd „ .	
32·02	49·20	34·59	49·86	39·99	(b)31·93	36·73	32·01	35·77	34·51	56·92	36·70	34·42	1st half .	
31·21	47·50	33·82	50·34	38·80	(b)31·41	30·32	27·96	36·15	33·10	56·51	37·17	33·78	2nd „ .	
114·24	106·66	107·98	184·86	158·66	(b)69·78	60·96	103·01	112·60	57·82	87·30	40·03	64·01	1st half .	
104·04	128·19	113·73	199·95	157·63	(b)62·74	63·70	94·42	94·40	57·85	103·10	41·64	47·81	2nd „ .	
607,541	357,323	472,659	1,021,632	531,172	(b)740,471	124,236	505,048	280,262	169,126	68,156	13,867	171,045	1st half .	
685,952	314,586	367,170	705,830	472,939	(b)770,099	80,381	488,674	392,920	116,910	51,260	17,490	92,412	2nd „ .	

(*b*) Excluding the Pondicherry railway.
(*c*) Information not furnished.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1896. EXTRACT FROM TABLE PRINTED

STANDARD

Progressive number.	Headings.	1896.	State lines worked by companies. I. East Indian railway system.	HI. Bengal-Nagpur.	IV. Indian Midland only.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal only.	XVI. East Coast.	Lines worked by guaranteed companies. XVIII. Great Indian Peninsula only.	XIX. Bombay, Baroda and Central India only.	XX. Madras railway system.
	From Appendix V.											
	Average age of sleepers—											
196	Wood . . *Years*	1st half	9·53	(*b*) 7·50	14·00	(*b*) 8·19	5·31	10·00	(*b*) 2·08	(*e*)	(*f*) 9·79	(*g*) 7·36
		2nd „	9·72	(*b*) 7·45	14·00	(*b*) 8·52	5·75	10·00	(*b*) 2·57	(*e*)	(*f*) 9·77	(*g*) 7·50
197	Iron . . „	1st half	(*a*) 8·14	(*c*) 6·51	7·50	11·53	(*d*) 15·05	8·00	(*c*) 2·55	(*e*)	14·56	25·05
		2nd „	(*a*) 8·36	(*c*) 6·97	8·00	11·98	(*d*) 15·01	8·00	(*c*) 3·03	(*e*)	14·62	25·42
	Percentage of removals—											
198	Wood . *Per cent.*	1st half	4·58	(*b*) 0·87	8·87	(*b*) 7·56	1·17	6·68	(*b*) 0·41	8·95	(*f*) 4·95	(*g*) 2·93
		2nd „	3·62	(*b*) 6·48	16·19	(*b*) 1·12	0·90	6·70	(*b*) 0·45	9·11	(*f*) 5·07	(*g*) 2·81
199	Iron . . . „	1st half	2·27	(*c*) 0·04	0·03	1·48	(*d*) 6·53	0·36	(*c*) 4·60	0·84	0·99	0·15
		2nd „	2·03	(*c*) 0·01	0·03	1·00	(*d*) 3·44	1·23	(*c*) 0·47	1·14	0·77	0·15

(*a*) Average age of "Denham-Olpherts'" iron-sleepers only. The average age of other description of iron-sleepers has not been furnished.
(*b*) Excluding longitudinal sleepers.
(*c*) Steel sleepers.
(*d*) Total iron and steel sleepers.

A—*concluded.*

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.* Half-years ended the 30th June and the 31st December 1896.

GAUGE.	METRE GAUGE.														
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1896.	Progressive number.
XXXII. The Nizam's Guaranteed state railway system.	XXXVIII. Bengal and North-Western.		XL. Rajputana-Malwa only.	XLII. Southern Mahratta railway system.	XLV. South Indian only.	XLVII. Assam-Bengal.	XLVIII. Burma.	XLIX. Eastern Bengal including the Kaunia-Dharlla (2' 6" gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXVI. Jodhpore-Bickaneer.		LXVIII. Bhávnagar Gondal-Junágarh Porbandar railway system.		
	Tirhoot section.	Company's section.								Jodhpore section.	Bickaneer section.			
16·50	12·28	9·70	(b) 11·00	(b) 9·00	(b) 12·24	1·50	(b) 11·00	(b) 11·00	7·08	(e)	4·50	9·50	1st half	196
17·00	12·29	8·71	(b) 11·00	(b) 9·50	(b) 12·46	2·00	(b) 10·45	(b) 11·50	7·41	(e)	5·00	6·78	2nd „	
(h) 22·50	12·96	...	(d) 11·50	(d) 8·50	(i) 10·67	...	...	(d) 10·00	...	(c) 5·50	(c) 4·50	(c) 9·18	1st half	197
(h) 23·00	13·44	...	(d) 12·00	(d) 9·60	(i) 11·15	...	...	(d) 10·50	...	(c) 6·00	(c) 5·00	(c) 6·75	2nd „	
2·63	1·32	1·94	(b) 2·80	(b) 1·41	(b) 19·88	...	(b) 1·06	(b) 1·27	2·25	(e)	1·72	1·78	1st half	198
6·51	4·48	0·68	(b) 2·65	(b) 1·12	(b) 2·97	...	(b) 0·56	(b) 1·65	2·22	(e)	...	0·58	2nd „	
(h) 0·12	0·79	...	(d) 5·50	(d) 0·32	(i) 0·59	...	...	(d) 0·12	...	...	...	(c) 0·36	1st half	199
(h) 0·39	0·33	...	(d) 0·23	(d) 0·13	(i) 0·01	...	...	(d) 0·20	...	...	...	(c) 0·05	2nd „	

(e) Information not furnished.
(f) Excluding Adam's No. 2 creosoted sleepers.
(g) Excluding creosoted pine sleepers.
(h) Excluding pea-pod steel sleepers.
(i) Excluding Denham-Olpherts' cast iron sleepers.

APPENDIX

Statement showing the general results of working of the

Classification Number.	Railway.	MEAN MILEAGE WORKED, INCLUDING FOREIGN LINES WORKED OVER—MILES.					EARN			
							COACHING—RUPEES.			
		1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.
	STANDARD GAUGE.									
I	East Indian	1,811	1,819	1,858	1,905	1,919 (a)	1,63,72,818	1,76,28,455	1,84,50,694	1,85,46,434
III	Bengal-Nágpur	832	860	862	862	862	11,11,283	13,34,341	13,21,106	15,21,190
IV	Indian Midland	754	754	754	819	942 (a)	19,90,028	20,69,217	20,82,077	21,37,837
XI	North Western State	2,444	2,449	2,452	2,636	2,741 (b)	94,83,579	95,52,843	99,67,109	1,20,60,626
XIII	Oudh and Rohilkhand State.	693	703	773	797	799	37,57,481	39,08,783	39,41,317	40,37,093
XIV	Eastern Bengal State	249	249	248	249	250	22,89,026	24,05,548	25,00,876	27,62,311
XVI	East Coast State	...	81	287	396	484 (c)	...	1,96,261	8,72,534	10,53,485
XVIII	Great Indian Peninsula	1,491	1,490	1,490	1,490	1,490 (a)	89,58,793	92,35,087	93,72,943	97,99,477
XIX	Bombay, Baroda and Central India.	461	461	461	461	461	46,57,496	49,55,714	49,87,143	53,43,524
XX	Madras	839	839	839	839	839	37,54,832	39,84,581	41,18,367	47,44,822
XXXII	The Nizam's Guaranteed state.	354	433	355	355	355 (d)	8,36,044	10,08,982	8,87,505	9,11,303
	METRE GAUGE.									
XXXVIII	Bengal and North-Western—									
	Tirhoot section Company's section	754	756	756	756	761	20,05,445	20,83,487	22,31,219	23,59,924
XL	Rajputana-Malwa	1,674	1,674	1,674	1,674	1,674	62,03,640	66,35,953	69,56,738	75,04,864
XLII	Southern Mahratta	1,385	1,512	1,556	1,556	1,556 (a)	26,44,918	31,33,087	32,91,550	36,39,471
XLV	South Indian	1,087	1,049	1,041	1,042	1,042	40,70,125	41,63,708	42,85,626	46,57,225
XLVII	Assam-Bengal	...	...	...	65	169	...	...	...	92,374
XLVIII	Burma (e)	692	725	732	763	872	40,76,573	37,31,619	33,04,584	35,48,016
XLIX	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	530	530	564	564	564	17,28,441	18,79,662	22,56,802	23,10,039
LII	Rohilkund and Kumaon— (Company's section)(f)	264	275	279	282	279	5,10,099	5,34,481	5,41,969	5,48,528
LXVI	Jodhpore-Bickaneer— Jodhpore section	247	306	320	320	320	3,25,528	3,35,496	4,55,497	5,04,146
	Bickaneer section	43	43	43	43	43	24,826	31,366	36,837	39,192
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	334	334	334	334	334	8,11,590	10,18,599	9,47,804	9,64,905

B.

principal railways during the years 1892-1896.

INGS.							
	Goods—Rupees.					Classification Number.	Remarks.
1896.	1892.	1893.	1894.	1895.	1896.		
(a) 1,88,18,457	3,32,71,350	3,29,70,439	3,53,55,879	3,64,66,569	(a) 3,59,23,207	I	(a) Including branch lines worked.
15,94,951	45,61,507	46,08,305	48,09,555	47,50,331	42,64,420	HI	(b) Including branch lines worked, but excluding 6·12 miles used for military traffic only.
(a) 24,02,340	28,65,714	27,53,420	35,50,228	26,94,105	(a) 33,01,409	IV	(c) Excluding 2·99 miles of metre gauge line worked over by the Southern Mahratta railway.
(a) 1,14,46,387	1,64,44,903	1,91,19,245	2,13,94,215	2,38,50,060	(a) 1,84,31,260	XI	(d) Including branch line worked, also 3·10 miles worked over twice by each train, but excluding 2·19 miles used for military traffic only.
37,75,106	44,12,793	44,53,397	63,49,657	60,58,237	45,50,297	XIII	(e) The working of this line has been transferred to a company from the 1st September 1896.
28,63,389	41,83,677	42,08,250	50,46,115	53,74,400	56,06,271	XIV	
13,04,361	...	87,910	4,68,994	7,68,063	10,,01,400	XVI	(f) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1896 in the subsequent pages.
(a) 96,19,496	3,13,19,876	2,92,03,680	2,65,38,784	2,36,07,088	(a) 2,43,89,684	XVIII	
56,33,398	92,99,145	98,91,624	1,05,81,899	1,19,18,571	1,01,87,587	XIX	
45,82,105	56,90,712	63,03,468	59,85,131	62,81,644	60,82,372	XX	
(a) 9,44,010	18,27,809	19,29,927	23,06,463	24,20,470	(a) 24,33,498	XXXII	
22,21,280	25,20,555	25,86,872	26,87,731	26,70,014	28,73,143	XXXVIII	
71,48,038	1,55,67,082	1,55,92,268	1,75,02,774	1,55,00,469	1,21,31,353	XL	
(a) 36,00,019	31,67,504	45,76,731	45,50,018	49,99,717	(a) 53,83,823	XLII	
47,35,156	33,29,239	37,76,548	36,32,040	41,59,010	40,84,045	XLV	
3,86,076	...	...	...	1,15,506	2,17,236	XLVII	
39,09,034	28,89,782	28,35,103	28,13,488	30,93,930	35,47,852	XLVIII	
23,58,773	24,05,976	26,81,621	29,41,748	31,12,194	33,79,199	XLIX	
5,24,075	4,56,893	4,88,684	7,54,782	5,74,855	5,99,521	LII	
5,15,654	6,83,961	4,25,939	6,11,452	4,54,682	6,30,535	LXVI	
42,544	44,746	27,566	35,560	38,681	67,695		
9,84,044	7,23,958	9,57,818	8,53,638	9,38,267	9,47,005	LXVIII	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.
	STANDARD GAUGE.								
I	East Indian	70,977	1,02,161	1,15,210	1,22,572	1,56,690	8,01,898	5,76,031	7,11,478
III	Bengal-Nágpur	...	...	...	...	...	4,10,772	4,75,105	5,59,987
IV	Indian Midland	...	...	...	...	...	2,22,779	2,29,813	1,31,581
XI	North Western State	26,577	61,060	66,118	74,442	62,697	4,80,606	5,35,584	8,86,655
XIII	Oudh and Rohilkhand State.	...	...	...	...	...	3,72,563	3,53,747	2,27,862
XIV	Eastern Bengal State	2,97,835	2,15,857	3,57,398	1,92,629	20,430	2,54,357	2,39,336	4,67,454
XVI	East Coast State	...	7,930	22,518	42,987	43,612	...	5,022	1,16,632
XVIII	Great Indian Peninsula	...	...	...	...	...	3,86,958	3,74,974	3,62,569
XIX	Bombay, Baroda and Central India.	...	...	...	...	...	2,87,837	2,48,707	3,79,442
XX	Madras	...	...	...	...	...	1,79,125	2,16,987	2,17,514
XXXII	The Nizam's Guaranteed state.	...	...	...	...	...	1,16,788	1,22,696	62,917
	METRE GAUGE.								
XXXVIII	Bengal and North-Western—								
	Tirhoot section	4,05,950	4,41,095	4,35,658	4,34,774	4,69,662	1,91,989	1,83,921	2,04,939
	Company's section								
XL	Rajputana-Malwa	...	...	...	...	...	6,29,732	3,42,464	3,82,024
XLII	Southern Mahratta	...	...	...	...	...	1,28,654	1,10,220	1,45,879
XLV	South Indian	...	...	...	...	...	3,15,632	1,70,173	1,11,520
XLVII	Assam-Bengal	...	...	...	...	...	...	...	...
XLVIII	Burma (*b*)	18,237	24,372	48,062	6,553	28,990	1,16,026	1,31,413	1,21,220
XLIX	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	3,29,098	3,47,260	3,80,412	4,38,495	4,92,900	68,036	73,119	64,921
	Dacca section								
LII	Rohilkund and Kumaon (Company's section)	...	...	...	...	...	1,49,491	1,31,621	1,34,832
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section	...	...	...	...	...	17,490	20,332	14,207
	Bickaneer section	...	...	...	...	...	6,975	7,793	7,876
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	42,630	53,512	38,845

B—*continued.*

principal railways during the years 1892-1896—continued.

—*concluded.*

TELEGRAPH—RUPEES.		TOTAL—RUPEES.					Classification Number.	REMARKS.
1895.	1896.	1892.	1893.	1894.	1895.	1896.		
7,69,426	(a) 8,03,869	5,05,17,043	5,12,77,086	5,43,33,171	5,59,05,001	(a) 5,57,02,223	I	(a) Including branch lines worked.
6,03,219	5,09,154	60,83,562	64,17,751	66,90,648	68,74,740	63,68,525	III	(b) The working of this line has been transferred to a company from the 1st September 1896.
1,71,156	(a) 1,33,509	50,78,521	50,52,450	57,63,886	50,03,098	(a) 58,37,258	IV	
7,74,295	(a) 6,86,735	2,64,35,665	2,92,68,732	3,23,14,097	3,67,05,423	(a) 3,06,27,079	XI	
1,99,549	3,71,673	85,42,837	87,15,927	1,05,18,836	1,02,94,879	86,97,076	XIII	
2,63,697	3,03,062	70,24,895	70,69,485	83,71,843	85,93,037	87,93,152	XIV	
39,716	56,050	...	2,97,123	14,80,678	19,04,251	24,05,423	XVI	
3,83,628	(a) 4,10,449	4,06,65,627	3,88,13,741	3,62,74,296	3,37,90,193	(a) 3,44,19,629	XVIII	
2,90,972	3,82,947	1,42,44,478	1,50,96,045	1,59,48,484	1,75,53,067	1,62,03,932	XIX	
1,81,941	2,15,774	96,24,669	1,05,05,036	1,03,21,012	1,12,08,407	1,08,80,251	XX	
79,535	(a) 80,336	27,80,641	30,61,605	32,56,885	34,11,308	(a) 34,57,844	XXXII	
1,95,967	2,22,982	51,23,939	52,95,375	55,59,547	56,60,679	57,87,067	XXXVIII	
4,35,248	4,46,586	2,24,00,454	2,25,70,685	2,48,41,539	2,34,40,581	1,97,25,977	XL	
1,98,840	(a) 1,75,138	59,41,076	78,20,038	79,87,447	88,38,028	(a) 91,62,980	XLII	
98,712	1,26,380	77,14,996	81,10,429	80,29,186	89,14,947	89,45,581	XLV	
6,546	15,474	...	...	...	2,14,426	6,18,786	XLVII	
62,563	1,22,683	71,00,618	67,22,507	62,87,354	67,11,062	76,08,559	XLVIII	
55,974	57,647	45,31,551	49,81,662	56,43,883	59,16,702	,88,519	XLIX	
1,07,055	1,30,908	11,16,483	11,54,786	14,31,583	12,30,438	12,54,504	LII	
15,910	18,276	9,46,979	8,31,765	10,81,156	9,74,738	11,64,465	LXVI	
8,665	10,488	76,547	66,725	80,273	86,538	1,20,727		
49,049	49,827	15,78,178	20,29,929	18,40,287	19,52,221	19,80,876	LXVIII	

APPENDIX

Statement showing the general results of working of the

EXPEN

Classification Number.	RAILWAY.	MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE. Total, per train-mile—Annas.					LOCOMOTIVE. Cost of fuel, per train-mile—			
		1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.
	STANDARD GAUGE.														
I	East Indian	1,310	1,482	1,738	1,723	(a) 1,681	6·91	6·74	6·44	6·75	(a) 6·90	0·75	0·71	0·73	0·91
III	Bengal-Nágpur	896	965	1,163	906	928	9·78	8·65	8·34	8·92	10·28	1·46	1·22	1·06	1·40
IV	Indian Midland	805	882	999	772	(a) 653	10·86	10·65	10·37	10·95	(a) 11·56	4·30	3·85	3·47	3·37
XI	North Western State	1,815	2,313	2,168	1,835	(a) 1,709	12·57	12·01	11·82	12·34	(a) 11·89	4·94	4·89	4·79	5·12
XIII	Oudh and Rohilkhand State.	1,302	1,366	1,656	1,840	1,398	6·86	6·66	6·92	7·15	7·20	2·66	2·62	2·88	2·81
XIV	Eastern Bengal State	1,155	1,653	1,831	1,499	1,760	6·82	6·99	6·53	6·80	7·16	3·22	2·02	1·84	2·13
XVI	East Coast State	...	...	1,080	782	871	...	10·43	14·50	13·42	11·79	...	3·80	4·81	3·79
XVIII	Great Indian Peninsula.	2,207	2,373	2,289	2,051	(a) 2,131	12·68	12·62	13·02	13·63	(a) 13·05	3·86	3·70	3·77	3·67
XIX	Bombay, Baroda and Central India.	2,630	1,923	2,068	2,355	3,491	12·41	12·98	14·85	16·39	17·26	3·87	4·01	5·59	6·52
XX	Madras	1,439	1,003	1,151	1,164	1,249	11·82	12·22	12·16	12·94	13·56	4·28	4·43	4·67	4·93
XXXII	The Nizam's Guaranteed state.	1,109	1,029	1,341	1,358	(a) 2,307	9·87	9·24	9·41	9·87	(a) 9·23	2·29	2·00	1·96	2·00
	METRE GAUGE.														
XXXVIII	Bengal and North-Western—														
	Tirhoot section	500	595	697	695	797	4·50	4·87	4·43	4·39	4·69	1·57	1·54	1·26	1·38
	Company's section														
XL	Rajputana-Malwa	850	814	813	848	895	9·55	9·47	8·96	10·18	10·29	4·07	3·82	3·87	4·16
XLI	Southern Mahratta	626	669	812	767	(a) 688	9·02	8·82	8·76	8·58	(a) 7·71	3·19	2·95	2·47	2·42
XLV	South Indian	1,112	1,086	896	955	915	8·83	9·05	8·81	8·96	8·54	3·74	3·70	3·65	3·86
XLVII	Assam-Bengal	...	...	...	327	725	..	...	...	6·40	9·19	...	...	...	2·91
XLVIII	Burma (b)	1,367	1,899	1,374	1,155	1,253	9·67	9·98	9·78	10·36	9·28	3·16	3·47	3·09	3·82
XLIX	Eastern Bengal State—														
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	773	1,059	791	934	843	4·98	5·46	5·45	5·34	5·87	Included with the Eastern			
	Dacca section														
LII	Rohilkund and Kumaon (Company's section)	391	510	706	536	621	6·00	5·00	5·73	6·21	5·74	2·88	2·10	2·22	2·41
LXVI	Jodhpore-Bickaneer—														
	Jodhpore section	473	412	323	357	361	9·25	8·88	9·00	8·04	8·16	5·68	4·74	4·79	4·37
	Bickaneer section	319	228	253	221	230	9·96	9·54	8·66	7·83	8·01	5·55	4·75	4·55	4·19
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	1,405	1,162	1,042	1,084	661	7·53	8·15	7·82	7·99	8·64	3·38	3·44	3·38	3·72

B—*continued.*

principal railways during the years 1892-1896—continued.

DITURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.					Carriage and wagon. Total, per train-mile—Annas.					Repairs of stock and of machinery, tools and plant, per train-mile—Annas.					Classification Number.	Remarks.
1896.	1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.		
(a) 0·83	1·98	1·87	1·91	1·86	(a) 2·12	2·01	1·91	2·00	2·11	(a) ·23	1·72	1·62	1·70	1·82	(a) 1·93	I	(a) Including branch lines worked. (b) The working of this line has been transferred to a company from the 1st September 1896.
1·35	2·03	1·84	1·98	2·09	2·90	1·97	2·43	2·02	2·64	2·58	1·13	1·63	1·25	1·81	1·66	III	
(a) 3·93	1·56	1·82	1·77	2·27	(a) 2·55	2·41	2·66	2·53	2·89	(a) 2·63	1·77	1·96	1·83	2·10	(a) 1·93	IV	
(a) 4·49	2·59	2·54	2·59	2·49	(a) 2·57	2·68	3·31	3·65	2·75	(a) 3·03	2·06	2·70	3·01	2·13	(a) 2·28	XI	
2·75	1·29	1·17	1·15	1·24	1·33	2·01	2·08	3·22	3·51	4·33	1·56	1·63	2·83	3·06	3·74	XIII	
(a) 2·28	2·32	1·38	1·34	1·30	(a) 1·39	2·69	3·37	3·65	2·86	2·95	2·89	1·86	1·96	1·64	(a) 1·78	XIV	
3·51	...	1·10	2·43	3·10	2·16	...	1·28	1·72	1·54	1·35	...	0·41	0·68	0·63	0·53	XVI	
(a) 3·90	2·44	2·66	2·89	3·04	(a) 3·26	3·34	3·10	3·00	2·94	(a) 2·84	2·34	2·18	2·18	1·97	(a) 1·96	XVIII	
(a) 6·92	1·97	2·60	3·04	3·26	(a) 3·80	5·19	4·36	3·78	3·56	3·80	3·83	3·08	2·47	2·40	(a) 2·5	XIX	
(a) 5·61	3·24	3·37	3·13	3·42	(a) 3·32	3·28	3·04	4·53	3·74	3·97	2·45	2·21	3·18	2·72	(a) 2·94	XX	
(a) 1·96	2·45	2·17	2·31	2·52	(a) 2·35	2·92	2·43	2·34	3·17	(a) 2·26	2·21	1·79	1·71	2·42	(a) 1·51	XXXII	
1·55	0·87	0·81	0·83	0·78	0·89	1·38	1·29	1·19	1·39	1·59	0·96	0·86	0·77	1·01	1·18	XXXVIII	
(a) 4·07	1·64	2·03	1·66	1·86	(a) 2·14	1·93	2·32	2·25	2·45	2·84	1·32	1·68	1·68	1·80	(a) 1·97	XL	
(a) 2·32	2·12	2·13	2·34	2·35	(a) 1·75	2·07	1·59	1·88	2·02	(a) 1·74	1·56	1·16	1·43	1·57	(a) 1·34	XLII	
(a) 3·75	2·20	2·36	2·10	1·84	(a) 1·63	1·93	2·76	3·13	2·87	2·62	1·64	2·36	2·59	2·37	(a) 2·17	XLV	
4·28	...	...	...	0·39	0·63	...	...	...	1·09	1·92	...	...	...	0·43	0·96	XLVII	
3·39	1·63	1·89	1·90	1·89	1·57	2·07	3·25	3·35	2·77	2·68	1·36	2·26	2·37	1·91	1·96	XLVIII	
Bengal State railway (standard gauge).						1·27	1·54	1·42	1·55	1·81	Included with the Eastern Bengal State railway (standard gauge).					XLIX	
1·61	1·10	0·93	1·16	1·17	1·67	1·67	1·22	1·48	1·87	2·06	1·08	0·73	0·97	1·27	1·40	LII	
4·49	1·43	1·71	2·02	1·36	1·35	0·77	1·13	0·68	2·19	1·21	0·45	0·81	0·40	1·82	0·87	LXVI	
4·33	0·84	1·73	1·95	1·32	1·29	0·68	1·07	0·65	2·57	1·20	0·43	0·81	0·38	2·22	0·85		
(a) 3·90	1·20	1·59	1·50	1·39	(a) 2·03	1·44	1·46	1·57	1·47	1·45	0·92	0·99	1·09	0·98	(a) ·95	LXVIII	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXPEN STEAM-		
		1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.
	STANDARD GAUGE.													
I	East Indian	5·77	5·82	5·75	5·82	6·20 (a)	3·57	3·65	3·54	3·29	3·37 (a)	80,829	68,138	86,613
III	Bengal-Nágpur	8·24	8·04	8·18	8·55	9·24	9·82	9·60	9·41	9·60	9·23	...	...	...
IV	Indian Midland	9·18	9·62	8·71	10·01	8·66 (a)	9·30	9·62	8·80	10·22	8·79 (a)	...	...	...
XI	North Western State	9·51	8·82	7·82	7·76	9·00 (a)	4·39	4·12	3·73	3·46	4·03 (a)	70,139	70,388	84,621
XIII	Oudh and Rohilkhand State.	7·89	8·24	7·43	7·94	9·18	4·71	4·42	3·85	4·07	4·93	...	...	...
XIV	Eastern Bengal State	11·66	11·40	10·58	9·94	10·35	4·25	4·25	3·75	3·48	3·47	3,27,379	2,91,246	2,84,015
XVI	East Coast State	...	19·36	17·60	13·38	12·92	...	12·63	9·16	8·77	8·86	...	13,005	37,306
XVIII	Great Indian Peninsula	7·46	8·07	8·66	8·79	8·56 (a)	3·26	3·40	3·85	4·05	3·82 (a)	...	...	...
XIX	Bombay, Baroda and Central India.	5·97	6·09	5·74	5·68	6·32	4·08	3·69	3·61	3·17	3·49	...	...	...
XX	Madras	8·93	8·75	8·61	7·54	8·08	5·62	5·35	5·48	5·12	5·29	...	...	...
XXXII	The Nizam's Guaranteed state.	8·30	8·21	7·31	7·48	7·70 (a)	9·89	9·43	9·01	9·11	8·86 (a)	...	...	...
	METRE GAUGE.													
XXXVIII	Bengal and North-Western—													
	Tirhoot section	8·95	8·86	8·94	8·75	8·69	8·13	8·02	7·98	8·02	7·40	2,16,574	2,20,949	1,85,621
	Company's section													
XL	Rajputana-Malwa	6·49	6·77	6·31	6·62	7·66	5·19	5·26	5·01	5·09	5·75	...	...	...
XLII	Southern Mahratta	11·65	9·78	10·64	10·00	10·09 (a)	12·31	9·87	10·17	9·20	8·92 (a)	...	...	...
XLV	South Indian	8·85	8·45	8·79	8·26	8·81	7·64	7·28	7·32	7·13	7·11	...	...	...
XLVII	Assam-Bengal	...	...	...	22·22	18·24	...	...	...	24·64	21·82	...	...	...
XLVIII	Burma (b)	10·22	11·05	11·53	10·70	11·00	5·36	6·09	6·41	6·15	6·71	61,509	73,011	71,955
XLIX	Eastern Bengal State—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	10·16	9·50	9·00	8·75	8·62	5·40	5·28	4·70	4·59	4·43	3,01,642	2,99,738	3,01,645
	Dacca section													
LII	Rohilkund and Kumaon (Company's section)	13·68	11·21	10·22	11·18	10·33	11·59	11·97	10·70	12·50	12·54	...	...	...
LXVI	Jodhpore-Bickaneer—													
	Jodhpore section	4·90	6·45	5·29	6·05	5·45	3·15	4·06	3·39	3·57	3·14	...	...	...
	Bickaneer section	8·62	9·66	8·33	8·40	7·27	4·28	5·52	4·75	4·65	3·86	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	10·13	9·16	10·46	10·15	9·71	10·28	8·19	9·66	9·38	9·34	...	...	...

B—*continued.*

principal railways during the years 1892-1896—continued.

DITURE—*concluded.*

BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEASED LINES BUT INCLUDING CONTRIBUTION TO PROVIDENT FUND) PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Classification Number.	REMARKS.
1895.	1896.	1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.		
1,19,479	1,65,329	1·71	1·93	2·57	2·36	1·87 (a)	1,48,19,505	1,54,58,275	1,70,54,983	1,76,73,006	1,80,80,741 (a)	I	(a) Including branch lines worked, but excluding charges incurred direct by the States in the case of the Indian Midland, the Great Indian Peninsula and the Nizam's Guaranteed state railways.
...	...	1·54	1·31	2·16	1·95	2·45	30,75,396	31,55,531	34,32,234	33,33,297	34,40,656	III	
...	...	4·90	5·38	4·71	5·55	5·22 (a)	31,29,981	31,69,078	33,55,491	31,79,429	33,88,464 (a)	IV	
25,958	50,558	1·17	1·06	1·03	1·07	1·22 (a)	1,69,41,140	1,94,56,758	1,94,71,361	1,96,00,048	1,81,95,951 (a)	XI	
...	...	1·04	0·98	1·96	1·43	1·21	35,26,507	36,98,874	47,82,697	50,38,932	43,46,169	XIII	
1,83,392	31,956	4·77	0·78	2·24	1·84	4·68	31,13,317	30,92,012	33,76,299	30,91,134	34,94,009	XIV	(b) The working of this line has been transferred to a company from the 1st September 1896.
1,11,219	1,21,817	...	0·01	2·05	1·36	1·30	...	2,51,639	13,29,757	15,75,066	18,75,718	XVI	
...	...	2·23	2·23	1·91	1·65	1·61 (a)	1,99,18,158	2,02,76,687	1,94,67,235	1,84,87,539	1,84,65,125 (a)	XVIII	
...	...	1·86	1·45	1·51	1·87	1·47	61,13,519	55,18,002	58,77,510	66,16,004	73,03,070	XIX	
...	...	1·22	0·81	1·39	0·95	0·78	53,32,537	50,83,294	53,73,149	53,39,193	54,94,960	XX	
...	...	0·76	0·75	0·86	1·08	0·75 (a)	14,26,775	14,82,934	15,63,587	17,39,039	16,56,592 (a)	XXXII	
2,09,757	1,98,162	1·69	2·65	1·98	2·19	2·28	21,06,870	22,87,448	23,23,359	24,02,854	25,44,821	XXXVIII	
...	...	0·59	0·82	0·67	0·67	0·74	91,85,679	92,81,585	94,87,375	94,45,319	87,49,250	XL	
...	...	0·96	0·79	0·88	1·06	1·14 (a)	40,87,920	46,66,658	52,49,852	52,97,126	51,94,203 (a)	XLII	
...	...	0·69	0·80	0·79	0·69	0·87	48,61,405	49,56,950	47,36,624	50,03,651	49,10,208	XLV	
...	...	...	...	...	0·01	1·27	...	...	...	2,22,473	5,85,547	XLVII	
62,036	83,390	0·78	0·86	1·05	1·15	1·14	37,14,531	44,80,015	39,64,026	40,08,706	46,22,808	XLVIII	
3,42,727	3,76,178	2·65	0·97	1·24	0·93	1·44	22,09,402	23,23,997	22,85,868	24,44,131	25,85,376	XLIX	
...	...	7·54	6·98	5·81	7·13	9·08	6,42,667	6,95,820	8,19,089	7,62,775	7,96,375	LII	
...	...	3·30	0·12	1·02	0·58	1·64	4,18,038	3,97,870	4,11,783	4,05,492	4,26,192	LXVI	
...	...	2·77	0·24	0·16	0·19	1·47	51,643	40,990	39,826	41,442	45,345		
...	...	1·92	1·52	—0·71	1·40	1·48	11,40,302	11,41,221	10,48,953	11,31,002	9,91,604	LXVIII	

APPENDIX

Statement showing the general results of working of the

RESULTS EXCLUSIVE OF

Classification Number.	RAILWAY.	GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.
	STANDARD GAUGE.															
I	East Indian	4·99	5·00	4·97	4·85	4·63 (a)	1·46	1·50	1·55	1·52	1·49 (a)	3·53	3·50	3·42	3·33	3·14 (a)
III	Bengal-Nágpur	4·14	4·21	4·16	4·38	4·05	2·09	2·07	2·13	2·12	2·19	2·05	2·14	2·03	2·26	1·86
IV	Indian Midland	3·25	3·47	3·71	3·54	3·64 (a)	2·00	2·18	2·16	2·25	2·11 (a)	1·25	1·29	1·55	1·29	1·53 (a)
XI	North Western State	3·34	3·33	3·52	3·79	3·62 (a)	2·13	2·21	2·12	2·02	2·15 (a)	1·21	1·12	1·40	1·77	1·47 (a)
XIII	Oudh and Rohilkhand State	3·50	3·31	3·43	3·45	3·52	1·45	1·41	1·56	1·69	1·78	2·05	1·90	1·87	1·76	1·79
XIV	Eastern Bengal State	4·05	4·23	4·69	4·85	4·82	1·68	1·73	1·81	1·68	1·90	2·37	2·50	2·88	3·17	2·92
XVI	East Coast State	...	1·66	2·79	2·58	2·64	...	1·37	2·47	2·03	1·96	...	0·29	0·32	0·55	0·68
XVIII	Great Indian Peninsula	4·16	3·92	3·95	3·86	3·82 (a)	2·04	2·05	2·12	2·11	2·05 (a)	2·12	1·87	1·83	1·75	1·77 (a)
XIX	Bombay, Baroda and Central India.	5·61	6·21	6·47	6·32	6·57	2·41	2·27	2·39	2·53	2·96	3·20	3·94	4·08	4·19	3·61
XX	Madras	3·82	3·97	4·10	4·41	4·39	2·12	1·92	2·13	2·10	2·22	1·70	2·05	1·97	2·31	2·17
XXXII	The Nizam's Guaranteed state.	4·62	4·51	4·84	4·49	4·45 (a)	2·37	2·19	2·33	2·29	2·13 (a)	2·25	2·32	2·51	2·20	2·32 (a)
	METRE GAUGE.															
XXXVIII	Bengal and North-Western—															
	Tirhoot section	2·89	2·98	3·03	3·01	2·92	1·16	1·27	1·27	1·26	1·31	1·73	1·71	1·76	1·75	1·66
	Company's section															
XL	Rajputana-Malwa	3·32	3·44	3·50	3·73	3·74	1·36	1·41	1·34	1·50	1·66	1·96	2·03	2·16	2·23	2·08
XLII	Southern Mahratta	2·48	2·58	2·47	2·64	2·47 (a)	1·70	1·54	1·62	1·58	1·40 (a)	0·78	1·04	0·85	1·06	1·07 (a)
XLV	South Indian	2·35	2·53	2·55	2·68	2·66	1·48	1·55	1·50	1·50	1·46	0·87	0·98	1·05	1·18	1·20
XLVII	Assam-Bengal	...	...	...	1·34	2·34	...	...	...	1·39	2·21	...	...	...	—0·05	0·13
XLVIII	Burma (e)	3·72	3·45	3·32	3·34	3·06	1·92	2·27	2·07	1·97	1·83	1·80	1·18	1·25	1·37	1·23
XLIX	Eastern Bengal State—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	2·83	3·13	3·29	3·29	3·38	0·29	1·04	1·24	1·26	1·29	1·55	2·09	2·05	2·03	2·09
	Dacca section															
LII	Rohilkund and Kumaon (Company's section)	2·87	2·17	2·69	2·64	2·72	1·65	1·31	1·54	1·64	1·73	1·22	0·86	1·15	1·00	0·99
LXVI	Jodhpore-Bickaneer—															
	Jodhpore section	3·10	2·88	3·25	3·29	3·61	1·37	1·37	1·24	1·37	1·32	1·73	1·51	2·01	1·92	2·29
	Bickaneer section	1·95	2·07	2·51	2·70	3·36	1·31	1·27	1·25	1·29	1·26	0·64	0·80	1·26	1·41	2·10
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar.	3·20	3·54	3·45	3·50	3·59	2·31	1·99	1·97	2·03	1·80	0·89	1·55	1·48	1·47	1·79

B—*continued.*

principal railways during the years 1892-1896—continued.

STEAM-BOAT SERVICE. Average gross earnings, per mean mile worked per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat, but excluding suspense—Rupees.					Classification Number.	Remarks.
1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.		
536	541	561	563	(a) 557	37,53,16,917	37,80,23,518	38,43,34,517	38,91,42,569	(a) & (b) 39,20,49,543	I	(a) Including branch lines worked.
141	144	149	153	142	9,02,86,954	9,49,30,443	9,53,27,624	9,59,72,969	9,71,96,278	III	(b) Including ₹5,76,918 on account of interest on capital during construction.
130	129	147	117	(a) 119	9,07,79,753	9,20,25,869	9,34,14,815	10,52,69,332	(a) 10,62,22,667	IV	(c) Including the State outlay on the Pátri branch (₹8,08,405).
208	229	253	267	(a) 214	41,46,87,574	41,25,49,345	41,39,01,642	42,46,27,139	(a) 46,37,55,633	XI	(d) Including ₹10,90,014 on account of interest on capital during construction.
237	239	262	248	209	9,06,20,467	9,31,68,289	10,06,10,377	10,21,25,180	10,27,69,446	XIII	(e) The working of this line has been transferred to a company from the 1st September 1896.
520	529	621	649	676	5,71,09,557	5,74,37,088	5,77,10,480	5,88,60,111	6,10,84,868	XIV	(f) Including ₹41,029 on account of interest on capital during construction.
...	68	98	90	94	...	1,70,47,026	3,06,57,378	4,44,94,250	5,27,63,247	XVI	
525	501	468	436	(a) 444	28,91,63,626	28,99,93,213	29,08,99,653	29,18,77,161	(a) 29,26,05,041	XVIII	
594	630	665	732	676	9,37,77,980	9,46,52,623	9,58,99,760	9,81,81,804	(c) 10,06,62,406	XIX	
221	241	237	257	249	11,69,03,761	11,74,85,956	11,77,41,334	11,81,25,872	11,86,28,231	XX	
151	136	177	185	(a) 187	4,02,42,786	5,03,64,158	4,10,00,224	4,12,06,123	(a) 4,15,10,112	XXXII	
120	123	130	133	134	2,36,38,810 2,67,78,556	2,46,18,894 2,79,27,906	2,47,54,385 2,81,51,325	2,53,21,347 2,86,22,717	2,55,63,264 (d) 2,87,61,784	XXXVIII	
257	259	285	269	227	12,61,86,902	12,65,57,851	12,72,94,046	12,77,45,036	12,84,50,702	XL	
83	99	99	109	(a) 113	11,01,16,447	11,85,84,972	11,91,42,140	11,99,29,774	(a) 12,03,84,404	XLII	
137	149	148	165	165	7,45,74,660	7,30,26,233	7,37,84,917	7,39,64,242	7,40,91,954	XLV	
...	...	...	64	70	...	...	...	93,38,954	2,38,45,322	XLVII	
197	178	164	169	167	6,11,09,166	6,20,95,477	6,32,79,885	7,17,83,898	7,56,51,511	XLVIII	
152	168	179	187	197	4,57,39,834	4,62,61,960	4,64,34,760	4,67,08,500	4,68,88,112	XLIX	
81	81	99	84	86	97,22,003	1,02,97,951	1,04,96,009	1,05,61,875	(f) 1,08,19,634	LII	
74	52	65	58	70	47,61,590	64,24,467	64,22,872	64,06,374	64,55,244	LXVI	
34	30	35	38	53	9,48,622	9,65,771	9,69,407	9,70,535	9,73,294		
91	117	106	113	114	1,68,42,743	1,68,84,909	1,69,79,643	1,72,31,178	1,73,09,863	LXVIII	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	NET EARNINGS—RUPEES.				
		1892.	1893.	1894.	1895.	1896.
	STANDARD GAUGE.					
I	East Indian	3,56,97,538	3,58,18,811	3,72,78,188	3,82,31,995	3,76,21,482 (a)
III	Bengal-Nágpur	30,08,166	32,62,220	32,58,414	35,41,443	29,27,869
IV	Indian Midland	19,48,540	18,83,372	24,08,395	18,23,669	24,48,794 (a)
XI	North Western State	94,94,525	98,11,974	1,28,42,736	1,71,05,375	1,24,31,128 (a)
XIII	Oudh and Rohilkhand State	50,16,330	50,17,053	57,36,139	52,55,947	43,50,90
XIV	Eastern Bengal State	39,11,578	39,77,473	49,95,544	55,01,903	52,99,143
XVI	East Coast State	...	45,484	1,50,921	3,29,185	5,29,705
XVIII	Great Indian Peninsula	2,07,47,469	1,85,37,054	1,68,07,061	1,53,02,654	1,59,54,504 (a)
XIX	Bombay, Baroda and Central India	81,30,959	95,78,043	1,00,70,974	1,09,37,063	89,00,862
XX	Madras	42,92,132	54,21,742	49,47,863	58,69,214	53,85,291
XXXII	The Nizam's Guaranteed state	13,53,866	15,78,671	16,93,298	16,72,269	18,01,252 (a)
	METRE GAUGE.					
XXXVIII	Bengal and North-Western—					
	Tirhoot section	30,17,069	30,07,927	32,36,188	32,57,825	32,42,246
	Company's section					
XL	Rajputana-Malwa	1,32,14,775	1,32,89,100	1,53,54,164	1,39,95,262	1,09,76,727
XLII	Southern Mahratta	18,53,156	31,53,380	27,37,595	35,40,902	39,68,777 (a)
XLV	South Indian	28,53,591	31,35,465	32,92,562	39,11,296	40,35,373
XLVII	Assam-Bengal	...	...	...	—8,047	33,239
XLVIII	Burma (b)	33,86,087	22,42,492	23,23,328	27,02,356	29,85,751
XLIX	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	23,22,149	26,57,665	33,58,015	34,72,571	37,03,143
	Dacca section					
LII	Rohilkund and Kumaon (Company's section)	4,73,816	4,58,966	6,12,494	4,67,663	4,58,129
LXVI	Jodhpore-Bickaneer—					
	Jodhpore section	5,28,941	4,33,895	6,69,373	5,69,246	7,38,273
	Bickaneer section	24,904	25,235	40,447	45,096	75,382
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	4,37,876	8,88,708	7,91,334	21,219	9,89,272

B—*concluded.*

principal railways during the years 1892-1896—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Classification Number.	Remarks.
1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.		
29·34	30·15	31·39	31·61	(a) 32·46	9·51	9·48	9·70	9·82	(a) 9·60	I	(a) Including branch lines worked.
50·55	49·17	51·30	48·48	54·03	3·33	3·44	3·42	3·69	3·01	III	(b) The working of this line has been transferred to a company from the 1st September 1896.
61·63	62·72	58·22	63·55	(a) 58·05	2·15	2·05	2·58	1·73	(a) 2·30	IV	(c) Based on outlay excluding expenditure on quarry and dock estates lines.
64·08	66·48	60·26	53·40	(a) 59·41	2·29	2·38	3·10	4·03	(a) 2·68	XI	
41·28	42·44	45·47	48·95	49·97	5·54	5·38	5·70	5·15	4·23	XIII	
44·32	43·74	40·33	35·97	39·74	6·85	6·93	8·66	9·35	8·67	XIV	
...	84·69	89·81	82·71	77·98	...	0·27	0·49	0·74	1·00	XVI	
48·98	52·24	53·67	54·71	(a) 53·65	7·17	6·39	5·78	5·24	(a) 5·45	XVIII	
42·92	36·55	36·85	37·69	45·07	8·67	10·12	10·50	11·14	8·84	XIX	
55·40	48·39	52·06	47·64	50·50	3·67	4·62	4·20	4·97	4·54	XX	
51·31	48·44	48·01	50·98	(a) 47·91	3·36	3·13	4·13	4·06	(a) 4·34	XXXII	
41·12	43·20	41·79	42·45	43·97	5·98	5·72	6·12	6·04	5·97	XXXVIII	
41·01	41·12	38·19	40·29	44·35	10·47	10·50	12·06	10·96	8·55	XL	
68·82	59·68	65·73	59·94	(a) 56·69	1·68	2·66	2·30	2·95	(a) 3·30	XLII	
63·01	61·12	58·99	56·13	54·89	3·83	4·29	4·46	5·29	5·45	XLV	
...	...	...	103·75	94·63	...	...	...	...	0·14	XLVII	
52·31	66·64	63·05	59·73	60·76	5·54	3·61	3·67	3·76	3·95	XLVIII	
48·76	46·65	40·50	41·31	41·11	5·08	5·74	7·23	7·43	7·90	XLIX	
57·56	60·26	57·22	61·99	63·16	4·87	4·46	5·84	4·43	4·23	LII	
44·14	47·83	38·09	41·60	36·60	11·11	6·75	10·42	8·89	11·44	LXVI	
67·47	61·43	49·61	47·89	37·56	2·63	2·66	4·17	4·65	7·75		
72·25	56·22	57·00	57·93	50·06	2·60	5·26	4·66	4·77	(c) 5·72	LXVIII	

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost.			Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
										Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.		
	STANDARD GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
I	East Indian	1,701·11	1,736·29	30·82	37,39,36,716	2,19,819	5,30,13,653	1,71,26,131	3,67,87,322	14·42	4·58	9·84	597	31·77
II	Bengal-Nágpur	860·88	862·33	8·27	9,71,96,278	1,12,903	63,68,525	34,40,656	29,27,869	6·55	3·54	3·01	142	54·03
IV	Indian Midland	679·56	698·88	9·21	8,65,53,993	1,27,368	48,51,951	28,34,122	20,17,829	5·61	3·27	2·34	134	58·41
V	Bhopal-Itársi (British section)	13·11	13·11	14·23	22,71,877	1,73,293	1,64,036	1,01,291	62,745	7·22	4·46	2·76	241	61·75
VI	Godhra-Ratlam-Nágdá	140·91	131·69	2·74	3,73,67,153	1,23,250	12,95,025	8,06,375	4,88,650	7·46	4·64	2·82	189	62·27
VII	Wardha Coal	44·88	(a)	20·66	49,96,305	1,11,326	(b) 85,345	(c) 1,485	83,860	...	...	1·68	...	...
VIII	Dhond-Manmád	145·44	(a)	18·74	1,13,60,978	78,114	(b) 3,80,360	(c) 12,965	3,67,395	...	...	3·23	...	...
IX	Bezwada extension (East Coast State)	20·58	(d)	7·89	14,35,588	69,756	(b) 73,057	(c) 34,561	38,496	...	...	2·68	...	...
X	Madras-Ennúr section (Bezwada-Madras)	8·45	7·25	0·86	5,78,560	68,469	61,330	51,134	10,196	10·60	8·84	1·76	163	83·38
	State lines worked by the State.													
XI	North Western	(e) 2,713·91	(f) 2,573·67	16·20	44,99,05,740	(g) 1,60,693	2,93,79,053	1,75,04,783	1,18,74,270	6·52	(h) 3·88	2·64	220	59·58
XII	Hyderabad-Shadipalli	58·91	58·91	4·37	17,73,893	30,112	1,87,503	1,23,127	64,376	10·57	69·4	3·63	61	65·67
XIII	Oudh and Rohilkhand	830·15	799·36	18·52	‖ (i) 10,35,14,446	1,22,222	86,97,076	43,46,169	43,50,907	8·40	4·20	4·20	209	49·97
XIV	Eastern Bengal	259·00	249·75	26·89	5,93,02,285	2,37,209	87,72,722	34,62,053	53,10,669	14·79	5·84	8·95	676	39·46
XV	Bengal Central	125·01	125·01	13·20	1,01,65,840	81,320	9,33,266	5,86,534	3,46,732	9·18	5·77	3·41	144	62·85
XVI	Calcutta Port Commissioners'	8·53	8·53	15·09	68,49,276	8,02,963	4,41,434	2,22,170	2,19,264	6·45	3·24	3·21	995	50·33
	East Coast	(j) 500·51	483·87	2·67	5,22,74,165	1,03,822	23,61,811	17,53,901	6,07,910	4·52	3·36	1·16	94	74·26
	Lines worked by guaranteed companies.													
XVIII	Great Indian Peninsula	1,288·00	(k) 1,490·35	32·33	27,52,80,876	2,13,727	3,44,19,689	1,89,99,032	1,54,20,597	(l) 14·76	(l) 6·49	5·60	444	55·20
XIX	Bombay, Baroda and Central India	460·90	460·90	30·34	‖ 10,06,62,406	2,28,404	1,62,03,932	73,03,070	89,00,862	16·10	7·25	8·85	676	45·07
XX	Madras	839·23	839·23	32·70	11,86,28,231	1,41,352	1,08,80,251	54,94,961	53,85,290	9·17	4·63	4·54	249	50·50
	Assisted companies				(m)									
XXI	Delhi-Umballa-Kalka	160·47	160·93	5·87	1,54,15,313	96,063	13,18,840	6,33,043	6,85,797	8·56	4·10	4·46	158	48·00
XXII	Tarkessur	22·23	22·23	12·00	17,56,898	79,033	3,13,243	1,56,238	1,57,005	17·83	8·89	8·94	271	49·88
	Lines owned by native states and worked by companies.													
XXVII	Khámgaon	7·55	(a)	26·83	5,22,150	69,159	(b) 24,446	...	24,446	...	...	4·68	...	...
XXVIII	Amráoti	5·44	(a)	25·87	4,44,732	81,752	(b) 43,756	(c) 885	42,871	...	...	9·64	...	...
XXIX	Bina-Goona	71·74	71·74	2·00	49,98,917	69,681	91,141	54,320	36,821	1·82	1·09	0·73	24	59·60
XXX	Bhopal-Ujjain	113·52	113·52	2·00	73,97,880	65,168	3,69,115	1,88,897	1,80,218	4·99	2·55	2·44	63	51·17
XXXI	Bhopal-Itársi (Native state section)	44·28	44·28	12·06	50,00,000	1,12,918	3,61,015	2,22,483	1,38,532	7·22	4·45	2·77	157	61·63
XXXII	The Nizam's Guaranteed state	(n) 332·32	(o) 354·70	14·02	4,00,74,524	1,20,590	34,57,844	17,29,649	17,28,195	(p) 8·33	(p) 4·17	4·31	187	50·02
XXXIII	Nágdá-Ujjain	34·67	16 10	0·46	20,71,251	59,742	40,701	22,939	17,762	1·96	1·11	0·85	49	56·36
XXXIV	The Gaekwar's Petlád	13·35	13·35	6·66	7,13,331	53,433	(q) 1,17,540	34,623	82,847	16·48	4·86	11·62	169	29·52
XXXV	Kolar Gold-fields	10·00	10·00	2·59	7,28,208	72,821	4,55,317	92,030	63,287	21·33	12·64	8·69	299	59·25
	Lines owned by native states and worked by state railway agency.													
XXXVI	Rájpura-Bhátinda	107·94	107·94	7·94	66,83,026	61,952	9,97,826	5,48,804	4,49,022	14·92	8·21	6·71	178	55·00
XXXVII	Jammu and Kashmir (Native state section)	15·92	(r)	6·80	9,60,041	60,302	(s) 31,321	...	31,321	...	...	3·26	...	...
	TOTAL AND AVERAGE.	11,619·50	11,453·92	19·89	1,86,08,24,847	(s) 1,58,568	18,67,91,864	8,78,88,501	9,89,03,363	10·04	4·72	5·32	314	47·05

(a) Included with the Great Indian Peninsula railway.
(b) Represents the amount received as rent for the lease of this line.
(c) Expenditure incurred direct by the State.
(d) Included with the Nizam's Guaranteed state railway.
(e) Excluding the Mushkaf-Bolán railway constructed, but not worked, but including 6·12 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only, the Wazirabad-Lyallpur railway (open section) and the Kotri-Rohri chord line.
(f) Including the Jammu and Kashmir (Native state section) but excluding 6·12 miles used for military traffic only—*vide* remark (e).
(g) Calculated on 2,799·79 miles, including the Mushkaf-Bolán railway, 6·12 miles, military line not used for public traffic, Wazirabad-Lyallpur railway and Kotri-Rohri chord line, the capital outlay on these lines having been included with the capital outlay of the North Western State railway.
(h) Including the Jammu and Kashmir railway (Native state section).
‖ (i) Calculated on 846·94 miles, including 34·57 miles of the Cawnpore-Burhwal railway (metre gauge link).
(j) Excluding 2·99 miles of metre gauge line.
(k) Including the mileage of the branch lines worked by the company.
(l) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(m) Including interest on capital during construction (₹5,76,918).
(n) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(o) Including the Bezwada extension of the East Coast State railway, and 3·19 miles of the home line worked over twice by each train, but excluding 2·19 miles used for military traffic only.
(p) Including the Bezwada extension of the East Coast State railway.
(q) Including ₹32,507 on account of terminals relating to previous years.
(r) Included with the North Western State railway.
‖ (s) Calculated on 11,735·16 miles.

DIX C.

of working of Indian railways for the year 1896.

suspense items, have been excluded.]

Classification Number.	RAILWAY.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	PERCENTAGE ON CAPITAL COST. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	METRE GAUGE. **State lines worked by companies.**	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
CXXVIII	Bengal and North-Western— Tirhoot section	341·80	341·80	12·87	2,50,18,169	73,195	53,17,405	23,46,659	29,70,746	10·18	4·49	5·69	134	44·13
	Company's section	478·63	418·67	9·64	2,72,21,723 (a)	56,874								
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	213·50	8·17	87,51,663 (b)	37,858	8,27,599	5,24,065	3,03,534	9·46	5·99	3·47	75	63·32
XL	Rajputana-Malwa	1,673·93	1,673·93	17·30	12,84,50,702	76,736	1,97,25,977	87,49,250	1,09,76,727	15·36	6·81	8·55	227	44·35
XLI	Pálanpur-Deesa	17·28	17·28	3·15	4,17,746	24,175	(c)51,629	22,457	29,172	12·36	5·38	6·98	57	43·50
XLII	Southern Mahratta	1,042·04	1,045·03	10·42	9,45,09,812	90,697	67,12,231	37,98,509	29,13,722	7·10	4·02	3·08	124	56·59
XLIII	Guntakal-Mysore frontier	119·50	119·50	4·13	59,00,158	49,374	4,80,991	2,72,223	2,08,768	8·15	4·61	3·54	77	56·60
XLIV	Mysore section (Southern Mahratta)	296·00	296·00	10·78	1,46,65,018	49,544	15,84,981	9,08,005	6,76,976	10·81	6·19	4·62	103	57·29
XLV	South Indian	1,041·59	1,041·59	17·07	7,40,91,954	71,134	89,45,581	49,10,208	40,35,373	12·07	6·63	5·44	165	54·89
XLVI	Máyavaram-Mutupet	53·99	53·99	2·50	24,49,580	45,371	2,47,772	1,48,410	99,362	10·11	6·06	4·05	88	59·90
XLVII	Assám-Bengal	285·90	168·61	1·04	2,38,45,322	83,404	6,18,785	5,85,547	33,239	2·59	2·46	0·13	71	94·63
XLVIII	Burma (d)	886·45	871·63	9·25	7,49,59,689	84,562	75,79,569	45,39,418	30,40,151	10·11	6·06	4·05	167	59·89
	State lines worked by the State.													
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	478·47	13·76	3,91,73,368	81,872	52,83,878	19,36,579	33,47,299	13·49	4·94	8·55	212	36·65
	Dacca section	85·92	85·92	11·48	67,39,174	78,435	5,11,741	2,72,619	2,39,122	7·59	4·05	3·54	115	53·27
	Assisted companies.													
L	Deoghur	4·79	4·79	13·88	2,86,180 (e)	59,945	30,014	18,516	11,498	10·49	6·47	4·02	120	61·69
LI	Rohilkund and Kumaon (Company's section)	53·92	65·92	12·25	20,67,971	38,353	4,26,905	2,72,310	1,54,595	20·64	13·17	7·47	125	63·79
LII	Bengal Dooars	36·40	36·40	3·74	(f)22,66,314	62,261	2,56,625	1,14,704	1,41,921	11·32	5·06	6·26	136	44·70
LIII	Dibru-Sadiya	77·50	77·50	12·99	72,34,190	93,344	6,47,300	3,35,074	3,12,286	8·95	4·63	4·32	161	51·76
	Lines owned by native states and worked by companies.													
LX	The Gaekwar's Mehsána	92·63	92·63	6·82	32,61,448	35,209	(g) 4,23,283	1,52,021	2,71,262	12·98	4·66	8·32	88	35·91
LXI	Kolhápur	29·07	29·07	5·70	(e)23,05,912	79,460	1,21,655	67,893	53,762	5·28	2·94	2·34	80	55·81
LXII	Yesvantpur-Mysore frontier	51·35	51·35	3·59	24,01,746	46,772	2,23,800	1,25,204	98,596	9·32	·21	4·11	84	55·94
LXIII	Mysore-Nanjangúd	15·25	15·25	5·08	6,01,758	39,460	39,322	22,369	16,953	6·53	·72	2·81	50	56·89
	Lines owned and worked by native states.													
LXVI	Jodhpore-Bikaneer— Jodhpore section	320·50	320·50	7·38	64,55,244	20,141	11,64,465	4,26,192	7,38,273	18·04	6·60	11·44	70	36·60
	Bikaneer section	43·50	43·50	5·06	9,73,294	22,375	1,20,727	45,345	75,382	12·40	4·66	7·74	53	37·56
LXVII	Oodeypore-Chitor	60·35	60·35	2·00	15,63,721	25,894	1,35,220	81,469	53,751	8·65	5·21	3·44	43	60·25
LXVIII	Bhávnagar-Condal-Junágarh-Porbandar	333·46	333·46	12·43	1,73,09,863	52,619 (h)	19,80,878	9,91,604	9,89,274	11·44	5·73	5·71	114	50·06
LXIX	Jetalsar-Rájkot	46·23	46·23	3·72	15,22,790	32,939	1,97,117	1,12,878	84,239	12·94	7·41	5·53	82	57·26
	TOTAL AND AVERAGE	8,197·66	8,002·87	12·01	57,44,44,509	(i)70,113	6,36,55,510	3,17,79,528	3,18,75,982	11·08	5·53	5·55	153	49·92
	SPECIAL GAUGES. **State line worked by the State.**													
LXXV	Jorhát (2′ 0″)	28·00	26·78	11·64	8,12,818	29,029	89,996	76,252	13,744	14·07	9·38	4·69	65	84·73
	Assisted company.													
LXXVI	Darjeeling-Himalayan (2′ 0″)	51·00	51·00	16·12	31,51,383	61,792	7,81,594	4,21,927	3,59,667	24·80	13·39	11·41	294	53·98
	Line owned by native state and worked by company.													
LXXVIII	The Gaekwar's Dabhoi (2′ 6″)	71·66	71·66	17·01	18,85,096	26,306	2,58,788	1,33,130	1,25,658	13·73	7·06	6·67	69	51·44
	Line owned by native state and worked by state railway agency.													
LXXX	Cooch Behar (2′ 6″)	22·12	22·12	3·30	7,39,916	33,450	70,128	31,558	38,570	9·48	4·27	5·21	61	45·00
	Line owned and worked by native state.													
LXXXI	Morvi (2′ 6″)	94·36	94·36	9·34	23,63,805	25,051	3,86,883	2,05,262	1,81,621	16·37	8·68	7·69	79	53·06
	TOTAL AND AVERAGE	267·14	265·92	12·43	89,53,018	33,514	15,87,389	8,68,129	7,19,260	17·73	9·70	8·03	115	54·69
	GRAND TOTAL AND AVERAGE	20,114·08	19,722·71	16·56	2,44,42,22,374	(j) 1,21,028	25,20,34,763	12,05,36,158	13,14,98,605	10·31	4·93	5·38	246	47·83

(a) Including interest on capital during construction (₹10,90,014).
(b) Including interest on capital during construction (₹41,029).
(c) Including ₹11,602 on account of terminals relating to previous years.
(d) The working of this line has been transferred to a company from the 1st September 1896.
(e) The decrease as compared with the last year's report is due to certain credits.
(f) Including interest on capital during construction (₹37,876).
(g) Including ₹80,834 on account of terminals relating to previous years.
(h) Calculated on the mileage of the home line, *viz.*, 328·96 miles.
(i) Calculated on 8,193·16 miles.
(j) Calculated on 20,195·46 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1897.

INDEX.

Railway.	Classification.	Classification No.
A		
Ahmedabad-Parántij	Assisted company	LV
Amráoti	Line owned by native state and worked by company	XXVIII
Assam-Bengal	State line worked by company	XLVII
B		
Bársi	Assisted company	LXXVII
Bengal and North-Western (Company's section).	State line worked by company	XXXVIII
Bengal Central	State line worked by company	II
Bengal Dooars	Assisted company	LIII
Bengal-Nágpur	State line worked by company	III
Bezwadá extension (East Coast State railway).	State line worked by company	IX
Bezwada-Madras (Ennúr-Bezwada section).	State line worked by the State	XVII
Bezwada-Madras (Madras-Ennúr section).	State line worked by company	X
Bhávnagar-Gondal-Junágarh-Porbandar.	Line owned and worked by native states	LXVIII
Bhopal-Itársi (British section)	State line worked by company	V
Bhopal-Itársi (Native state section).	Line owned by native state and worked by company	XXXI
Bhopal-Ujjain	Line owned by native state and worked by company	XXX
Bína-Goona	Line owned by native state and worked by company	XXIX
Birur-Shimoga	Line owned by native state and worked by company	LXIV
Bombay, Baroda and Central India.	Line worked by guaranteed company	XIX
Burma	State line worked by company	XLVIII
C		
Calcutta Port Commissioners'	State line worked by the State	XV
Cawnpore-Burhwál (metre gauge link)	State line worked by the State	L
Cooch Behar	Line owned by native state and worked by State railway agency	LXXX
D		
Darjeeling-Himalayan	Assisted company	LXXVI
Delhi-Umballa-Kalka	Assisted company	XXI
Deoghur	Assisted company	LI
Dhond-Manmád	State line worked by company	VIII
Dibru-Sadiya	Assisted company	LIV
E		
East Coast	State line worked by the State	XVI
Eastern Bengal—		
Dacca section	State line worked by the State	XLIX
Northern and Behar sections, (including the Kaunia-Dharlla, 2′ 6″ gauge branch).		
Standard gauge sections		XIV
East Indian	State line worked by company	I
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	LXXVIII
Gaekwar's Mehsána	Line owned by native state and worked by company	LX
Gaekwar's Petlád	Line owned by native state and worked by company	XXXIV
Godhra-Rutlam-Nágdá	State line worked by company	VI
Great Indian Peninsula	Line worked by guaranteed company	XVIII
Guntakal-Mysore frontier	State line worked by company	XLIII
Gwalior-Sipri	Line owned and worked by native state	LXXXII
H		
Hardwar-Dehra	Assisted company	XXV
Hyderabad-Godavari Valley	Line owned by native state and worked by company	LXV
Hyderabad-Shadipalli	State line worked by the State	XII
I		
Indian Midland	State line worked by company	IV
J		
Jammu and Kashmir (Native state section).	Line owned by native state and worked by State railway agency	XXXVII
Jamnagar	Line owned and worked by native state	LXX
Jetalsar-Rájkot	Line owned and worked by native state	LXIX
Jodhpore-Bickaneer	Line owned and worked by native state	LXVI
Jorhát	State line worked by the State	LXXV
K		
Káraikkal-Peralam	Foreign line	LXXIII
Khamgáon	Line owned by native state and worked by company	XXVII
Kolar Gold-fields	Line owned by native state and worked by company	XXXV
Kolhápur	Line owned by native state and worked by company	LXI
L		
Lucknow-Bareilly section (Rohilkund and Kumaon railway)	State line worked by company	XXXIX
Ledo and Tikak-Margherita	Assisted company	See after No. LIV
M		
Madras	Line worked by guaranteed company	XX
Máyavaram-Mutupet	State line worked by company	XLVI
Morvi	Line owned and worked by native state	LXXXI
Mymensingh-Jamalpur-Sahhankhalli	Assisted company	LVII
Mysore-Nanjangúd	Line owned by native state and worked by company	LXIII
Mysore section (Southern Mahratta railway)	State line worked by company	XLIV
N		
Nagda-Ujjain	Line owned by native state and worked by company	XXXIII
Nilgiri	Assisted company	LIX
Nizam's Guaranteed state	Line owned by native state and worked by company	XXXII
North Western	State line worked by the State	XI
O		
Oodeypore-Chitor	Line owned and worked by native state	LXVII
Oudh and Rohilkhand	State line worked by the State	XIII
P		
Pálanpur-Deesa	State line worked by company	XLI
Pondicherry	Foreign line	LXXII
R		
Raipur-Dhamtari branch (Bengal-Nágpur)	State line worked by company	LXXIV
Rajpipla (Ankleswar-Párdi section).	Line owned by native state and worked by company	LXXIX
Rájpura-Bhátinda	Line owned by native state and worked byState railway agency	XXXVI
Rajputana-Malwa	State line worked by company	XL
Rohilkund and Kumaon (Company's section)	Assisted company	LH
S		
Segowlie-Raksaul	Assisted company	LVIII
South Behar (Luckeeserai-Gya)	Assisted company	XXIII
Southern Mahratta	State line worked by company	XLII
Southern Punjab (Delhi-Samásata)	Assisted company	XXIV
South Indian	State line worked by company	XLV
Sultanpur-Bogra-Kaliganj	Assisted company	LVI
T		
Tapti Valley	Assisted company	XXVI
Tarkessur	Assisted company	XXII
Tirhoot section (Bengal and North-Western railway)	State line worked by company	XXXVIII
Tramways outside municipal limits	...	See after No. LXXXII
W		
Wardha Coal	State line worked by company	VII
West of India Portuguese	Foreign line	LXXI
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXII

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
I	**East Indian—**	Miles.	Miles.	*Main line—*		Miles.
	Main line—			Howrah to Hooghly	15-8-54*	23·23
	Howrah to Khána junction	74·48		Hooghly to Pundooah	1-9-54*	14·31
	Khána junction to Luckeeserai junction	187·20		Pundooah to Khána junction	3-2-55*	36·94
	Luckeeserai junction to Allahabad	303·01		Khána junction to Raneegunge	3-2-55*	45·71
	Allahabad to Delhi	390·39		Raneegunge to Siársol	21-7-63*	1·70
		955·08		Siársol to Sítarámpur	1-1-65*	15·15
	Loop line—			Sítarámpur to Luckeeserai junction	1-1-71*	124·64
	Khána junction to Luckeeserai junction	250·32		Luckeeserai to Dinapore	17-11-62*	82·42
				Dinapore to Moghal Sarai	22-12-62*	125·92
	Branches—			Moghal Sarai to Mirzapur	1-3-64	39·28
	Main line—			Mirzapur to south bank, Jumna	4-4-64	52·64
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)	2·60		Jumna bridge to Allahabad	15-8-65	2·75
	Hooghly junction (23·23 miles from Howrah) to Naihátí on the Eastern Bengal State railway (*Hooghly bridge branch*)	4·22		Allahabad to Cawnpore	3-3-59	119·47
	Ondál junction (115·80 miles from Howrah *viâ* the main line) to Alipur (*Ondál loop*)	31·54		Cawnpore to Etáwah	1-7-61	86·46
	Shekhpur junction on the Ondál loop (125·63 miles from Howrah *viâ* the main line) to Khorabad (*Shekhpur branch*)	8·92		Etáwah to Shikohabad	13-11-61	34·39
	Sitarámpur junction (137·04 miles from Howrah *viâ* the main line) to Kátrásgarh (*Jherria branch*)	39·23		Shikohabad to Tundla junction	1-4-62	22·92
	Salanpur (140·20 miles from Howrah *viâ* the main line) to Shamdi (*Salanpur branch*)	5·44		Tundla junction to Aligarh	1-3-63	48·56
	2·05 miles from Barákar (144·52 miles from Howrah *viâ* the main line) to Chanch (*Chanch branch*)	3·88		Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54
	Dheria Joba (171·17 miles from Howrah *viâ* the main line) to the Damoodur river (*Damoodur branch*)	9·86		Chola to Delhi (south bank, Jumna)	1-8-64	41·27
	Madhupur junction (182·38 miles from Howrah *viâ* the main line) to the Kurhurbaree collieries (*Kurhurbaree branch*)	26·70		Delhi terminus	1-1-67	1·78
	Mokameh junction (282·32 miles from Howrah *viâ* the main line) to the river bank (*Mokameh branch*)	3·63				955·08
				Loop line—		
				Khána junction to river Adjai	3-10-58	19·00
				River Adjai to Sainthia	3-9-59	25·12
				Sainthia to Tinpahár	15-10-60	76·12
				Tinpahár to Bhágalpur	1-11-61	69·05
				Bhágalpur to Jamálpur	10-2-62	32·62
				Jamálpur to Luckeeserai	17-11-62	28·41
						250·32
				Branches—		
				Main line—		
				Bhadreswar branch	6-12-81	2·60
				Hooghly bridge branch	15-3-87*	4·22
				Ondál loop—		
				Ondál to Babasole	1-5-64	2·03
				Babasole to Mangalpur	1-1-63	2·74
				Mangalpur to Toposi	2-2-63	2·65
				Toposi to Shekhpur junction—		
				For coal traffic	15-4-94	2·42
				Shekhpur junction to Gourangdi	1-6-95	14·16
				Gourangdi to Alipur—		
				For goods traffic	30-3-95	7·54
				Shekhpur branch—		
				For coal traffic	15-4-94	8·92
				For passenger and goods traffic	1-1-95	
				Jherria branch—		
				Sítarámpur to Barákar	1-1-65	5·43
				Barákar to Kátrásgarh	20-5-94 (*a*)	33·80
						86·51
	Carried over	136·02	1,205·40	Carried over		1,205·40
						86·51

* These are the dates of opening the original single line which has
(*a*) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854. The chord line from Khâna junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 63·31 miles. A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885. The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers. The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers. The Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The section of the Ondál loop from Toposi to Panooria, and the Shekhpur branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894. The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of ₹1,00,000. It has since been worked as a part of the Ondál loop. The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896. The construction of the Damoodur branch was sanctioned in January 1894.

since been doubled. For dates of opening the double line *see* pages cxxxiv and cxxxvi.
from the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
I	**East Indian**—*contd.*					
	Brought forward .	136·02	1,205·40	Brought forward .		1,205·40 / 86·51
	Branches—concld.			*Branches*—concld.		
	Main line—concld.			*Main line*—concld.		
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*) .	57·47		Salanpur branch—		
				For coal traffic .	7-9-94	4·29
					1-1-97	1·15
				Chanch branch—		
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Dígha ghât (*Dígha ghât branch*)	5·53		For goods traffic .	1-2-93	2·88
					5-8-96	1·00
				Damoodur branch .	30-6-95	8·00
					15-7-96	1·77
				Kurhurbaree branch .	1-1-71	26·70
				Mokameh branch .	1-5-83	3·63
	Dildárnagar (433·66 miles from Howrah *viâ* the main line) to Tárighât on the Ganges opposite Gházipur (*Tárighât branch*)	12·00				
				Patna-Gya branch—		
				Bankipore junction to Bankipore .	2-6-79	0·25
				Bankipore to Jehanabad	21-4-79	28·00
				Jehanabad to Gya .	2-6-79	29·22
				Dígha ghât branch .	2-4-85	5·53
				Tárighât branch .	5-10-80	12·00
	Moghal Sarai (470·02 miles from Howrah *viâ* the main line) to Gya . . .	126·26		Jubbulpore branch .	1-8-67	223·58
				Allahabad fort branch .	3-3-59	2·34
				Cawnpore city branch .	15-2-79	0·88
				Agra branch . . .	1-4-62	13·35
				Loop line—		
	Naini junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*) . . .	223·58		Azímganj branch . .	15-7-92	27·48
				Rajmehal branch . .	15-10-60	7·23
				Sakrighât branch .	1-1-94	2·37
					31-3-97	0·19
				Maharajpur branch .	31-10-9	1·86
				Sultangunge branch .	6-5-95	1·16
				Monghyr branch . .	10-4-62	5·68
						497·05
	Allahabad junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*)	2·34				
				Double—Main line and branches.		
	Cawnpore junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*) .	0·88				
				Howrah to Serampore .	10-3-57	11·74
				Serampore to Chandernagore . . .	1-2-58	8·38
				Chandernagore to Hooghly	1-5-58	3·11
				Hooghly to Magra . .	1-10-58	5·49
				Magra to Pundooah . .	25-2-59	8·82
				Pundooah to Burdwan .	1-10-59	28·72
				Burdwan to Khána . .	1-1-59	8·22
				Khána to Durgapur . .	1-6-70	31·35
				Durgapur to Raneegunge .	2-9-70	14·36
				Raneegunge to Sítarámpur	19-12-70	16·85
				Sítarámpur to Luckeeserai	1-1-71	124·64
				Luckeeserai to Burhee .	22-6-60	9·82
				Burhee to Barh . .	22-2-68	27·10
				Barh to Futwah . .	1-11-68	25·87
				Futwah to Dinapore .	20-3-67	19·63
				Dinapore to Bihta . .	13-8-68	10·93
				Bihta to Arrah . .	28-3-70	13·50
				Arrah to Buxar . .	13-8-68	42·67
						411·20
	Loop line—					
	Nalháti (144·60 miles from Howrah *viâ* the loop line) to Azímganj (*Azímganj branch*)	27·48				
	Tinpahár junction (194·72 miles from Howrah *viâ* the loop line) to Rajmehal (*Rajmehal branch*) . . .	7·23				
	Sakrigali junction (213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*) . . .	2·56				
	Carried over .	620·31	1,205·40	Carried over .		1,702·45 / 411·20

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The first 29 miles of the Patna-Gya branch are laid with rails, 64lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted. The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are: Sone . . . . . 80 of 100 Spans. Feet. Mohar . . . . . 14 „ 60 Budh . . . . . 11 „ 60 Punpun . . . . . 10 „ 60 The permanent-way will be of the East Indian railway standard design with double-headed rails 75lb. to the yard laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 500. The line will be fenced throughout on both sides with a five wire fence on the ordinary pattern adopted for state railways. Stone ballast procurable from the adjacent hills will be used throughout. On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl. The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout. The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers. The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.	The Mokameh branch was originally 1·75 miles in length, and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 3·63 miles. The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway. There is a branch, 0·88 mile long, from Patna (331·25 miles from Howrah *vid* the chord line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross sleepers, and was opened on the 17th November 1882. The branch from Bankipore to Dígha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885. A number of reconnaissance surveys under different projects have been made during the past twelve years of the district now to be served by the Moghal Sarai-Gya railway. In August 1895 it was definitely decided that in the event of a railway between Moghal Sarai and Barakar being constructed, the work should be entrusted to the East Indian Railway Company; and in October 1895 the Secretary of State communicated his decision to the Board authorizing them to construct a line from Moghal Sarai to Gya. The Moghal Sarai-Gya line will connect hereafter with the South Behar railway at Gya. The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years. The line from Nalhâti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch." The old Nalhâti (4′ 0″ gauge) line was opened for traffic on the 21st December 1863. The construction of the Sultangunge branch was sanctioned in March 1893. The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880. On the 1st January 1889 the Dildárnagar-Gházipur state railway was incorporated with the East Indian railway. The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
I	**East Indian**—*concld.*						
	Brought forward	620·31	1,205·40		Brought forward		1,702·45 / 411·20
	Loop line—concld.						
	Maharajpur to Maharajpur ghât (*Maharajpur branch*)	1·86			*Double—Main line and branches*—concld.		
	Sultangunge (279·28 miles from Howrah *viâ* the loop line) to Sultangunge ghât (*Sultangunge branch*)	1·16			Buxar to Dildárnagar	15-4-82	22·46
	Jamálpur junction (296·39 miles from Howrah *viâ* the loop line) to Monghyr (*Monghyr branch*)	5·68			Dildárnagar to Zamánia	20-5-82	8·59
					Zamánia to Sakaldiha	20-9-82	16·28
					Sakaldiha to Moghal Sarai	10-8-82	11·49
					Hooghly bridge branch	15-3-87	4·22
			629·01		TOTAL DOUBLE LINE		474·24
	TOTAL			1,834·41	TOTAL OPEN MILEAGE		1,702·45
II	**Bengal Central***—						
	Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) *viâ* Baraset and Bongong to Khoolna		104·51		Dum-Dum junction to Dattapukur	2-4-83	14·25
					Dattapukur to Gobardánga	7-12-83	17·00
					Gobardánga to Bongong	22-4-84	12·00
					Bongong to Khoolna	16-2-84	61·26
							104·51
	Ránaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong		20·50		Ránaghat to Bongong	16-10-82	20·50
				125·01	TOTAL OPEN MILEAGE		125·01

* Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.

D —*continued.*

progress on the 31st March 1897.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The length of road relaid with steel rails up to the 31st December 1896 was 1,556·97 miles, as follows: Howrah district . . 180·55 Chord line . . . 369·07 Dinapore district . . 487·87 Allahabad district . . 279·31 Delhi district . . . 240·17 1,556·97 The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced. There are no curves of less than 1,000 feet in radius. The length and situation of gradients up to 1 in 100 are as shown below:	The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.

Section of line.	Length of gradients.	
	$\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.
Main line— Between 216 and 226 miles from Howrah ($\frac{1}{100}$)	...	6·64
Ondál loop— Between 125 and 147 miles from Howrah .	5·19	9·95
Shekhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. Sál sleepers are now being used for renewals instead of creosoted pine, and in all curves sál sleepers have been put in at the joints in place of creosoted pine sleepers, and sál sleepers have also been put in at the middle of pairs of rails in some of the curves. At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singia and Khoolna where the earth, of which the embankment is composed, is not very good. The line is fenced throughout; iron gates are provided at level-crossings. Viaducts and bridges are constructed for a single line. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881. The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885. The survey of the proposed extension of the Bengal Central railway from Singia to Madaripur has been completed, and the high flood-levels were checked after the rainy season of 1891 and found correct. An independent survey of the proposed Singia-Madaripur extension, as also of the country and river banks between Madaripur and the Megna, was ordered by Government, and a reconnaissance survey was carried out by Government officers in February and March 1894. A fresh survey, which was ordered by Government, was carried out and completed in March 1897. Additional waterways and protective works, necessitated by the floods of September 1890, were completed during the year 1892-93. An estimate for ballasting the line between 101 and 105½ miles, as also a portion of the Ránaghat branch, was sanctioned in March 1895, and the work has been completed. The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the company.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
III	**Bengal-Nágpur—**			*Main line—*	
	Main line—			Ásansol to Damoodur—	
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . .	371·47		For coal traffic . . 12-6-89 For passenger and goods traffic . . 14-12-89	5·10
	Biláspur to Nágpur (519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway) . .	255·22		Damoodur to Purulia . 14-12-89	41·72
			626·69	Purulia to Chakardharpore—	
				For goods traffic . . 22-1-90 For passenger traffic . 1-4-90	72·25
				Chakardharpore to Goilkera—	
				For goods traffic . . 15-5-90 For passenger traffic . 28-3-91	21·06
				Goilkera to Jharsuguda—	
				For goods traffic . . 1-2-91 For passenger traffic . 28-3-91	105·09
				Jharsuguda to Raighar—	
				For goods traffic . . 20-4-90 For passenger traffic . 1-8-90	44·35
				Raighar to Biláspur—	
				For goods traffic . . 10-2-90 For passenger traffic . 24-3-90	81·90
				Biláspur to Raipur—	
				For goods traffic . . 10-1-89 For passenger traffic . 14-2-89	68·35
				Raipur to Ráj-Nándgaon . 4-12-88	41·99
				Ráj-Nándgaon to Nágpur 27-11-88	144·88
	Carried over .		626·69	Carried over .	626·69

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sâl, and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves. On the main line the rails are 75lb. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy. On the Umaria-Biláspur section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-feet girders, 116 feet high. The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore division, where laterite is used. The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates. In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned. The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur *viâ* the Umaria coal mines to Katni. There is also a branch from near Ásansol to the Sanctoria collieries. The Umaria-Katni line was taken over by the Company on the 1st April 1888. The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follow: *Dates for survey.* Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880. *Dates for construction.* Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881. *Dates of opening.* Nágpur to Tumsar— Miles. For goods traffic . . . . 6-4-80 For passenger traffic— Nágpur to Kamptee (9 miles) . 26-7-80 } 53 Kamptee to Tumsar (44 miles) . 8-11-80 Dowháli junction (Tumsar road) to Tirora 21-2-81 13 Tirora to Gondia . . . . 18-5-81 18 Gondia to Amgaon . . . . 25-11-81 14 Amgaon to Ráj-Nándgaon— For goods traffic . . . 16-12-82 } For passenger traffic . . . 7-2-83 } 51 TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145·50* The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891. The Saranda tunnel was completed and opened for traffic on the 1st October 1892, the diversion over which traffic previously passed being eliminated. It is lined almost throughout.

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
III	**Bengal-Nágpur**—*concld.*			Brought forward		626·69
	Brought forward		626·69	*Branches*—		
	Branches—			*Sanctoria coal branch*—		
	Damoodur (5·10 miles from Ásansol junction) to the Sanctoria collieries (*Sanctoria coal branch*)	7·03		Damoodur to the Sanctoria coal mines—		
				For coal traffic	12-6-89	7·03
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*)	30·23		*Sambalpur branch*—		
				Jharsuguda to Sambalpur—		
				For goods traffic	1-2-93	30·23
				For passenger traffic	10-3-93	
	Biláspur to Katni (*Katni branch*)	196·93		*Katni branch*—		
				Biláspur to Birsinghpur—		
			234·19	For goods traffic	1-2-91	142·57
				For passenger traffic	9-3-91	
	Sini (530·41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Midnapore	100·00		Birsinghpur to Umaria—		
				For goods traffic	11-5-90	18·48
				For passenger traffic	9-3-91	
	Midnapore to Howrah	70·00		Umaria to Katni	2-11-86	35·88
	Midnapore to Barang, on the East Coast State railway	190·00				234·19
			360·00			
	TOTAL		1,220·88	TOTAL OPEN MILEAGE		860·88
IV	**Indian Midland**—					
	Main Line—			*Main line*—		
	Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49		Bhopal to Jhánsi	1-1-89	180·49
				Jhánsi to Gwalior	1-3-89	60·39
				Gwalior to Hetampur	20-12-79	32·40
				Hetampur to Dholpur	15-5-81	8·55
	Jhansi *viá* Gwalior to Agra Cantonment	135·03		Dholpur to Agra Cantonment	10-1-78	33·69
			315·52			315·52
	Branches—			*Branches*—		
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		*Mánikpur branch*—		
				Jhánsi to Mau Ranipur	5-6-89	39·96
				Mau Ranipur to Bánda	1-8-89	78·96
				Bánda to Mánikpur	15-2-89	61·45
						180·37
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*)	135·22				
	Carried over	315·59	315·52	Carried over		495·89

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The Katni-Umaria section which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Sixteen miles have been relaid up to date. The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahanadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet. The Sambalpur branch is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of six spans of 100-feet girders across the Bonum river. This line will be laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers. The important bridges are those over the Koakye, Katjoori, Mahánadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers.	The survey of the Sambalpur branch was sanctioned on the 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.
The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below:	The survey of this line was carried out by Government. It was sanctioned for construction in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895. The construction of bridging the Mahánadi delta at Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897.

Section of line.	Length of gradients. 1/80	Length of gradients. 1/100	Curves under a radius of 1,000 feet. Length.	Curves under a radius of 1,000 feet. Radius.
	Mile.	Miles.	Mile.	Feet.
Main line—				
Between 160 and 161 miles from Nágpur	...	0·19	...	...
„ 341 „ 363 „ „ „	...	7·36	...	...
„ 419 „ 437 „ „ „	...	5·83	...	...
„ 472 „ 491 „ „ „	...	13·01	...	...
„ 531 „ 624 „ „ „	...	23·44	...	...
Sanctoria coal branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur	...	12·06	...	...
„ 378 „ 387 „ „ „	...	4·53	...	...
„ 418 „ 423 „ „ „	...	1·59	...	...
„ 438 „ 439 „ „ „	...	0·61	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur	...	8·90	...	...

The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 80lb. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi, where the rails are 75lb. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.

From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length.

The chief bridges are—

	Spans.	Feet.
Betwa (Markrari)	9 of	150
Narain	4 „	150
Bína	4 „	150
Keotan	5 „	100
Newan	8 „	60
Betwa (Bhilsa)	4 „	100 and 5 of 75

From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.

On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Bilaspur-Etáwa state railway.

The contract also provides for the extension from Saugor to a point on the East Indian railway at or near Katni. Sanction was given to the construction of this line in December 1895.

Work was started on the several sections of the Indian Midland railway on the dates given below:

Cawnpore-Kálpi	Oct. 1884
Kálpi-Jhánsi	Jan. 1886
Bhopal-Bhilsa	Mar. 1886
Bhilsa-Básoda	Apl. 1886
Jhánsi-Lalitpur	May 1886
Básoda-Lalitpur	June 1886
Jhánsi-Gwalior	Aug. 1886
Bína-Saugor	Aug. 1887

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.	Miles.
IV	**Indian Midland—*concld.***				
	Brought forward .	315·59	315·52	Brought forward .	495·89
	Branches—concld.				
	Bína (143 miles from Itársi on the main line) to Saugor (*Saugor branch*) . .	46·24		*Cawnpore branch*—	
				Jhánsi to Chaunrah . . 1-2-88	95·00
				Chaunrah to Cawnpore . 1-4-86	40·22
					135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	2·00		*Saugor branch*—	
				Bína to Saugor . . 5-6-89	46·24
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . .	0·21			
	Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*)	116·00		Bína to point of junction with Bína-Goona railway—	
				For goods traffic . 1-5-95 } For passenger traffic . 23-9-95 }	2·00
			480·04	Bhopal to point of junction with Bhopal-Ujjain railway—	
				For goods traffic . 11-11-95 } For passenger traffic . 11-4-96 }	0·21
	TOTAL .		795·56	TOTAL OPEN MILEAGE .	679·56
V	**Bhopal-Itársi** (British section)— (See Bhopal-Itársi—page cxcii)				
VI	**Godhra-Rutlam-Nágdá—**				
	Godhra (318·71 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway *viá* Rutlam to Nágdá . . .		140·91	Godhra to Limkhérá . 16-1-93	25·09
				Limkhérá to Dóhad . . 7-3-94	19·55
				Dóhad to Rutlam . . 22-10-94	70·46
				Rutlam to Nágdá—	
				For goods traffic . 11-5-96 } For passenger traffic . 1-6-96 }	25·81
				TOTAL OPEN MILEAGE .	140·91

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
From Jhánsi to Mánikpur the ruling gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length. The principal bridges are— Betwa (Sujanpura) . 13 of 150 and 1 of 60 Dhassan (Mau) . . 13 „ 100 Ken . . . . 1 „ 250 and 12 of 100 Bagain . . . 8 „ 100 Borwa . . . 1 „ 100 and 4 of 40 Paisuni . . . 4 „ 100 Ohan . . . 1 „ 100 and 4 of 40	The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.
The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cutting at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100 —the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior, and is laid with rails 60lb. to the yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. Up to the end of 1896 the company have relaid 52·72 miles of track with Indian Midland railway pots, and 21·40 miles with Indian Midland railway 80lb. rails. The ruling gradient is 1 in 151·5, of which there are three in number, aggregating 3·60 miles in length. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. There are no curves under a radius of 1,000 feet.	The length, 2·00 miles, from the Bína station to the point of junction with the Bína-Goona railway was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894. On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91. The Company also works the Bína-Goona and the Bhopal-Ujjain railways. The terms of working will be found in Appendices EE, GG and HH, respectively, to this report.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length. The ruling gradient on this line is 1 in 200 and aggregates 73·21 miles in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough sleepers from mile 0 to 84¼ and mile 114 to 117, on deodar sleepers from mile 84¼ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140¾. The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 76½ miles. The rest of the line is unfenced.	The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles, in both cases by petty contract. The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work issued in December 1894, but work was not started till March 1895. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company, which came into force on the 1st July 1894, is printed as Appendix J to Part II of the Railway Administration Report for 1893-94.

APPENDIX

Railways constructed and in

S tandard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
VII	**Wardha Coal—**			
	Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora	44·88	Wardha to mile 18·44 . 1-2-74	18·44
			Mile 18·44 to mile 40·88 (for coal traffic only) . . 24-12-75	22·44
			Mile 40·88 to Warora (for coal traffic only) . . 26-4-76	4·00
			Mile 18·44 to mile 21 (for public traffic) . . 16-6-77	
			Mile 21 to Warora (mile 44·88), for public traffic . 7-11-77	
			TOTAL OPEN MILEAGE .	44·88
VIII	**Dhond-Manmád—**			
	Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . .	145·44	Dhond to Ahmednagar . 15-3-78	50·41
			Ahmednagar to Manmád . 17-4-78	95·03
			TOTAL OPEN MILEAGE .	145·44
IX	**Bezwada extension (East Coast State)—**			
	Hyderabad frontier to Bezwada (91·00 miles from Gódávari North on the East Coast State railway)	20·58	Hyderabad frontier to Bezwada . . . 10-2-89	20·58
X	**Madras-Ennúr section (Bezwada-Madras)—**			
	Washermenpet (1·02 miles from Ráyapuram on the Madras railway), to Ennúr . .	8·45	Washermenpet to Ennúr . . 22-2-96	8·45
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE) . .	4 349·23*		3,741·27*

* Including the length (13·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "xxxi—Bhopal-Itársi (Native state section)."

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. There are 18 miles of 69lb. double-headed steel rails and 27 miles of 68lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart. The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track; the rails are double-headed steel, 69 lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing for a distance of 137 miles from Dhond, and arrangements were in progress for fencing the remainder of the line. The steepest gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.	The line was sanctioned for construction in April 1889. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system.
The permanent-way consists of flat-bottomed 75 lb. steel rails (East Coast State railway pattern) with five-holed fish-plates laid on wooden sleepers. There are no gradients of 1 in 100 or less—the ruling grade being 1 in 200. The sharpest curve is 1,910, feet in radius.	The construction of this line which was sanctioned in August 1894, was carried out by the Madras Railway Company. It is being worked by that Company on the same percentage (excluding the cost of maintenance) of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling-stock; the charges for maintenance being borne by the State. The terms and conditions of working will be found in Appendix U to Part II of the Railway Administration Report for 1895-96.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XI	**North Western—**					
	MAIN LINE AND BRANCHES (Commercial)—			MAIN LINE AND BRANCHES (Commercial)—		
	Main line—			*Main line*—		
	Gháziabad (13 miles east of Delhi on the East Indian railway), to Amritsar	303·18		Gháziabad to Meerut City	18-4-67	27·37
				Meerut City to Umballa Cantonment	1-1-69	121·02
				Umballa Cantonment to Ludhiána	12-10-69	70·66
				Ludhiána to Phillour	15-10-70	8·28
				Phillour to Jullundur Cantonment	1-4-70	24·12
				Jullundur Cantonment to Beas	15-11-69	25·53
				Beas to Amritsar	1-11-67	26·20
	Amritsar to Lahore	32·30		Amritsar to Lahore	10-4-62	32·30
		335·48				335·48
				Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875.		
				Wazirabad to Naurungabad (38·00 miles), 10th April 1876.		
				Naurungabad to Jhelum (2·75 miles), 14th September 1876.		
	Lahore to Lála Músa	82·27		Lahore to Jhelum	6-10-78	103·06
	Lála Músa to Jhelum	20·79		The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus—		
	Jhelum to Ráwalpindi	76·38		Jhelum to Ratial, 1st January 1880 (15 miles)		
				Ratial to Ráwalpindi, 1st October 1880 (56 miles).		
				The diversions were abolished on 8th May 1882, and the complete $\frac{1}{60}$-graded through line established thus—		
				Jhelum to Ráwalpindi (70·50 miles)		
				But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1897 is—		
				Jhelum to Ráwalpindi		76·38
		179·44				179·44
	Carried over	514·92		Carried over		335·48 / 179·44

D--*continued.*

progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Ghâziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st December 1896, 92·83 miles have been relaid with 68lb. bull-headed steel rails, 19·67 miles with 68lb. double-headed steel rails, 17·02 miles with 73lb. bull-headed steel rails, 97·04 miles with 75lb. flat-footed steel rails and 0·78 mile with flat-footed 70lb. steel rails. On the Phillour-Amritsar section the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails, with the exception of some short lengths on bridges. From Phillour to Amritsar the rails are laid on wooden sleepers for 32·50 miles, and on cast-iron (oval and round) pots for 43·34 miles. On the Beas and East Bayn bridges (aggregating 1·15 miles), the rails are flat-footed, 70lb. steel, and are laid on longitudinal timbers. From Amritsar to Lahore the earthwork and bridges are for a single line; 13·05 miles have been relaid with bull-headed 68lb. steel rails, of which 8·92 miles are on cast-iron pots and 4·13 miles on wooden sleepers; the remaining 19·25 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat-footed rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin state railways to be worked as one Imperial system under the name of the North Western State railway. The section from Ghâziabad to Amritsar (first called the Delhi, and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on the 8th February 1859. The Delhi section of the late Sind, Punjab and Delhi railway suffered considerable damage during 1871 and 1872 at the Beas, the Sutlej, and elsewhere, necessitating interruption to through communication for some time. The section between Amritsar and Jullundur also suffered severely during the floods of 1875. In August 1876 two piers of the Sutlej bridge were carried away, and through communication was not re-established till the middle of December. In August 1878 the line was again considerably damaged, and through communication stopped until 3rd October. In 1886 the line between Umballa and the Jumna river (mile 1,048) was much damaged by floods, resulting in through communication being interrupted for three weeks. Again in 1887 heavy floods between Sirhind and Umballa resulted in through communication being interrupted for a week. The Haro bridge near Lawrencepur which was swept away in July 1893 was re-constructed and opened on the 18th April 1895.
The line from Lahore to Peshâwar is constructed for a single track. From the Ravi bridge, mile 2·50, to the 5th mile, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 5 to mile 25 the old flat-footed 60lb. iron rails have been replaced by double-headed 75lb. steel rails on wooden sleepers; from ·50 mile from Lahore to mile 2 with 75 lb. flat-footed steel rails on cast-iron pot sleepers and from mile 2 to the Ravi bridge (mile 2·50) with 75lb. flat-footed steel rails on wooden sleepers. From the 25th mile to Gujrât the rails are 75lb. flat-footed steel, excepting one length, of 1·55 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden. From Gujrât to Peshâwar Cantonment the rails are 62lb. steel, with the exception of isolated lengths, aggregating 73·50 miles of track, of 75 lb. flat-footed steel, and 4·88 miles of 64lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·70 miles with steel sleepers and 1 mile with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Peshâwar section are as follow: *Dates for survey.* Jhelum to Râwalpindi, 8th November 1864. Lâla Mûsa to Miani junction, September 1877. Râwalpindi to Khusâlgarh, September 1879. Jhelum to Râwalpindi for improvement of grades, February 1886.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XI	North Western—*contd.*	Miles.	Miles.			Miles.
	Brought forward .	514·92		Brought forward .		335·48 / 179·44
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Main line—			*Main line*—		
	Ráwalpindi to Pesháwar Cantonment	104·62		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.		
				Thus, Ráwalpindi to Attock bridge		58·62
				Attock to Khairabad .	31-5-83	1·87
				Khairabad to Pesháwar City	1-5-82	41·75
				Pesháwar City to Pesháwar Cantonment . . .	1-1-83	2·38
						284·06
	Branches—			*Branches*—		
	Siálkot branch—			*Siálkot branch*—		
	Wazirabad to Siálkot .	26·49		Wazirabad to Siálkot	1-1-84	26·49
	Carried over .	646·03		Carried over .		646·03

D—*continued.*

progress on the 31st March 1897.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{60}$-grades have now been improved to $\frac{1}{100}$; and the Taraki quarry.	
	Dates for construction.
The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar is, however, only partially fenced.	Lahore to Jhelum . . . . . 2-10-69 Jhelum to Ráwalpindi . . . . . 17-9-77 Lála Músa to Miani . . . . . 24-7-78 Ráwalpindi to Khusálgarh . . . . Sept. '79 Ráwalpindi to Pesháwar city . . . 3-10-79 Pesháwar City to Pesháwar Cantonment . 1-1-83 Maini to Jhelum river . . . . . 4-3-81 Maini to Bhera . . . . . 25-10-81 Maini to Khewra . . . . . 27-1-82 Wazirabad to Siálkot . . . . . 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . 27-11-84 Grades, Jhelum to Domeli . . . . Nov. '86 ,, Domeli to Soháwa . . . 31-10-91 ,, Soháwa to Gujar Khan . . . 18-4-89 ,, Gujar Khan to Ráwalpindi . . 28-2-92 It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.
The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below: 62 lb. flat-footed steel on wood sleepers 7·50 miles 70 ,, ,, ,, ,, 1·50 ,, 60 ,, ,, iron ,, 24·43 ,, 60 ,, ,, ,, on steel sleepers 1·37 ,, 34·80 From Wazirabad to the frontier of the Kashmir state.	Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875.
On the Kashmir section, the ballast used is broken stone of excellent quality. Both sections are unfenced.	The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XI	**North Western**—*contd.*	Miles.	Miles.		Miles.
	Brought forward	646·03		Brought forward	646·03
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*	
	Branches—concluded.			*Branches*—concluded.	
	Wazirabad-Lyallpur branch—			*Wazirabad-Lyallpur branch*—	
	Wazirabad (885 miles from Kiámari on the North Western railway) to Lyallpur	95·68		Wazirabad to Hafizabad 15-8-95	37·37
	Lyallpur to Toba Tek Singh	49·00		Hafizabad to Sangla Hill 1-1-96	31·10
	Toba Tek Singh to Khanewal	56·00		Sangla Hill to Lyallpur 15-2-96	27·21
		200·68			95·68
	Kashmir branch—			*Kashmir branch*—	
	Siálkot to the frontier of the Kashmir state	8·49		Siálkot to the frontier of the Kashmir state 15-3-90	8·49
		209·17			104·17
	Main line—			*Main line*—	
	Lahore to Khánpur	355·00		Lahore to Mooltan 24-4-65	207·80
				Mooltan to Muzaffarabad 21-8-70	6·95
				Muzaffarabad to Khánpur 1-7-78	140·25
					355·00
	Carried over	1,210·20		Carried over	1,105·20

D—*continued.*

Progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
The line is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about ⅓ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work.
The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 400. With the exception of the Ravi bridge—probably 8 spans of 100 feet—there are no large or difficult engineering works.	The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and will be treated as a quarry siding. The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895, but commencement of work has not yet been authorized.
The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 × 40 feet girders over the main canal at mile 829·50 from Kurrachee, and another 3 × 40 feet at mile 793·25 over the Jhang branch canal.	The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Reehna Doab as it becomes fertilized by the supply of canal water.
Girders for all bridges have been supplied from the old stock of the North Western State railway.	
From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 186·40 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77½lb., steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60lb. to the yard, but 19·25 miles have been replaced with 62lb. flat-footed steel rails, and 119·60 miles with 75 lb. flat-footed steel rails. The sleepers are wooden, except 76·70 miles which are laid with steel transverse sleepers. On the 1st January 1889, Muzaffarabad junction was closed and Sher Shah junction opened in connection with the Sind-Sagar loop.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XI	**North Western**—*contd.*			Miles.			Miles.
	Brought forward		1,210·20		Brought forward		1,105·20
	MAIN LINE AND BRANCHES (Commercial)—*contd.*				MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Khánpur to Rohri	132·05			Khánpur to Rohri	1-7-78	132·05
	Rohri to Sukkur	2·64			Rohri to Sukkur	27-3-89	2·64
	Sukkur to Kotri	225·39			Sukkur to Rádhan	1-10-78	79·26
		360·08			Rádhan to Laki	27-10-78	70·54
					Laki to Kotri	8-10-78	75·59
							360·08
	Kotri to Kurrachee Cantonment	102·59			Kotri to Kurrachee City	13-5-61	104·89
	Kurrachee Cantonment to Kurrachee City	2·30			Kurrachee City to Kiámári (including Napier Mole line)—		
	Kurrachee City to Kiámári (including Napier Mole line)	3·06			For goods traffic	16-6-89	3·06
		107·95			For passenger traffic	5-11-91	
							107·95
	Branches—				*Branches*—		
	Sukkur to Sukkur Bandar	1·76			Sukkur to Sukkur Bandar	1-10-78	1·76
	Kotri to Kotri Bandar	1·15			Kotri to Kotri Bandar	1-4-89	1·15
		2·91					2·91
	*Meean Meer chord line**—				*Meean Meer chord line**—		
	Meean Meer East to Meean Meer West		2·13		Meean Meer East to Meean Meer West	10-12-91†	2·13
	Kotri-Rohri (Chord) Line—				*Kotri-Rohri (Chord) Line*—		
	Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5·30			Rahoki to Shahdadpur—		
	Rahoki on the Hyderabad-Shadipalli railway (119·52 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western State railway	178·91			For goods traffic	15-11-96 / 21-1-96‡	39·00
					For public traffic	16-12-96	
				184·21	Shahdadpur to Rohri—		
					For goods traffic	15-11-96	139·91
					For public traffic	16-12-96	
					Total mileage open		178·91
	Carried over		1,867·48		Carried over		1,757·18

NOTE.—The total sanctioned mileage is 190·48 miles of which 6·27 miles, the distance between Hyderabad and Rahoki, are in abeyance. Communication, however, exists between these two stations by the Hyderabad-Shadipalli railway.

* This is a military line and is not intended to be used for ordinary public traffic. The line was completed on the 1st July 1888.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. **Standard gauge**

Details of construction.	REMARKS.
The section from Khánpur to Kotri is constructed for a single track and with flat-footed iron rails 60lb. to the yard, and flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . 8-11-71 Sukkur to Kotri . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic; it was originally treated as a siding, but is now shown as a branch line. The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge.
On the section from Kotri to Kurrachee (formerly the Sind section of the Sind, Punjab and Delhi railway) the earthwork is for a single line, the masonry of bridges for a double line, the superstructure for a single line, some of the piers of the Malir viaduct for a double, and the rest for a single line. The masonry viaduct at Bahrun is for a double line. Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 75·89 miles having been relaid with 75lb. flat-footed, 25·82 miles with 68lb. double-headed, and 4·25 miles with 77½lb. bull-headed steel rails up to the 31st December 1896. From Kurrachee Cantonment station to Kurrachee City station the line is double.	The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.
From Meean Meer East to Meean Meer West, including the siding to the commissariat yard, the line is constructed of second-hand 68 lb. double-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.
The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 ft. girders and one land span of 100ft. Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light. On the Kotri approach to the bridge the gradient is in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500. The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 ft. All bridges over 2 ft. span, except those on the Kotri approach to the Indus bridge, and that bridge are being built for a double line. The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30ft. rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.	The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Karachi to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Karachi, and will also give an alternative route to Quetta. The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the Indus bridge in September 1895, although the design was not fixed until March 1896.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XI	**North Western**—*contd.*					
	Brought forward	1,867·48		Brought forward		1,757·18
	MAIN LINE AND BRANCHES (Commercial)—*concld.*			MAIN LINE AND BRANCHES (Commercial)—*concld.*		
	Ferozepore branch—			*Ferozepore branch*—		
	Ráewind to Ganda Singhwála	23·50		Ráewind to Kasúr	15-4-83	16·50
	Ganda Singhwála to Ganda Singh Bandar	2·75		Kasúr to Ganda Singhwála	10-6-83	7·00
	Ganda Singh Bandar to Hussainiwala	2·50		Ganda Singhwála to Ganda Singh Bandar	15-12-83	2·75
	Hussainiwala to Ferozepore City	2·00		Ganda Singh Bandar to Hussainiwala	8-5-87	2·50
	Ferozepore City to Ferozepore Cantonment	2·00		Hussainiwala to Ferozepore City	1-10-92	2·00
				Ferozepore City to Ferozepore Cantonment	1-10-88	2·00
		32·75				32·75
	Hussainiwala to Ferozepore Cantonment	4·00*		Hussainiwala to Ferozepore Cantonment	8-5-87	4·00*
	Pathánkot branch—			*Pathánkot branch*—		
	Amritsar *vid* Batála and Gurdáspur to Pathánkot	66·70		Amritsar to Dínanagar	1-1-84	51·22
				Dínanagar to Pathánkot	8-6-84	15·48
						66·70
			1,970·93	TOTAL MAIN LINE AND BRANCHES		1,860·63
	FRONTIER SECTION (Military)—			FRONTIER SECTION (Military)—		
	Sind-Sagar railway and Khusálgarh branch—			*Khusálgarh branch*—		
	Khusálgarh branch—					
	Golra junction to Khusálgarh	70·16		Golra junction to Langar	1-4-81	60·50
				Langar to Khusálgarh	16-4-81	9·66
				Khusálgarh, new station	13-7-83	
						70·16
	Carried over	70·16	1,970·93	Carried over		1,860·63 / 70·16

* is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60 lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 6 miles with 68 lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75 lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75 lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75 lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. The Ferozepore branch is wholly fenced.	The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 326·45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. Steel rails 62 lb. to the yard have been used. The whole line is fenced.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.
The line from Golra junction to Khusálgarh is constructed for a single track. The rails are flat-footed steel, 62 lb. to the yard, spiked to transverse wooden sleepers. The Khusálgarh branch is unfenced, except at stations.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XI	North Western—*contd.*					
	Brought forward	70·16	1,970·93	Brought forward		1,860·63 70·16
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*		
	Sind-Sagar railway—			*Sind-Sagar railway*—		
	Main line—			*Main line*—		
	Lála Músa (82·37 miles from Lahore) to Malakwál	44·97		Lála Músa to Malakwál	10-2-86	44·97
	Malakwál to Chenab west bank	294·78		Malakwál to Bhakkar	15-8-87	175·40
	Chenab west bank to Chenab east bank	2·49		Bhakkar to Chenab west bank	22-1-87	119·38
	Chenab east bank to Sher Shah	2·39		Chenab west bank to Chenab east bank	1-2-90	2·49
		344·63		Chenab east bank to Sher Shah	1-1-89	2·39
						344·63
	Branches—			*Branches*—		
	Bhera branch—			*Bhera branch*—		
	Malakwál to Bhera	18·00		Malakwál to Bhera	15-3-87	18·00
	Bhaganwala branch—			*Bhaganwala branch*—		
	Haranpur to Bhaganwala	7·73		Haranpur to Bhaganwala—		
				For goods traffic		7·73
	Khewra branch—			*Khewra branch*—		
	Chalisa junction to Khewra salt mines	6·36		Chalisa junction to Khewra salt mines	15-8-87	6·36
	Khewra to Dandot	2·15		Khewra to Dandot—		
		8·51		For coal traffic	1-8-89	2·15
	Mári branch—			*Mári branch*—		
	Kundián to Miánwáli	9·00		Kundián to Mári	15-3-92	36·32
	Miánwáli to Mári	27·32				
		36·32				
	Dera Gházi Khan branch—			*Dera Gházi Khan branch*—		
	Mahmúd Kot to Gházi ghát	12·11		Mahmúd Kot to Gházi ghát	1-4-87	12·11
		82·67				82·67
				Total Sind-Sagar railway with branch and Khusálgarh branch		497·46
	Carried over	497·46	1,970·93	Carried over		1,860·63 497·46

D—*continued.*

Progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Sind-Sagar eastern section [formerly known as the Salt branch of the Punjab Northern State railway] was originally laid for a metre-gauge single track with 40 lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75 lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60 lb. to the yard, laid on wooden sleepers.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems. The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river.
The rails used on the Sind-Sagar, western section, are steel, 75lb. to the yard, 211·54 miles on steel sleepers, 4·44 miles on steel and wood mixed, and the remainder with wooden sleepers.	The whole line between Malakwál and Pind Dádan Khán was seriously damaged by heavy floods in 1893; several small bridges were washed away and large new works have been undertaken to remedy defects.
The steepest gradient on the main line is 1 in 100. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.	
The permanent-way on the Bhaganwala branch consists of iron flat-footed 60 lb. rails laid on serviceable deodar sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.	The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It has subsequently been decided to open this length for passenger traffic.
On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 1 in 60, and another 0·46 mile long of 1 in 100. The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra branch, where there are five curves of 1,000 feet radius. The earthwork is light throughout. The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.	
On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75 lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run. The Miánwáli-Mári section is laid with second-hand iron rails, 60 lb. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run. The branch is unfenced throughout. The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah. The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.	The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively. The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction.
On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level. Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.	The lines from Darya Khan to Dera Ismail Khan ferry and from Gházi ghát to Dera Gházi Khan ferry were opened on the 10th February 1888 and closed to traffic from May 1888. [The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.*: Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·75 Miani to Bhera . . 8·75 Miani to Khewra (abandoned) . . 10·00 72·50 The dates of opening of the metre gauge line were as follow: Lála Músa to Bahá-ud-dín (28·50 miles) on the 1st January 1880.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XI	**North Western**—*contd.*			Brought forward	1,860·63
	Brought forward	497·46	1,970·93		497·46
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*	
	Mari-Attock—				
	Roumia to Basál	25·00			
	Jand near Langar to mile 74	33·00			
	Mile 74 to Daud Khel (Mári)	22·00			
		80·00*			
	Sind-Pishin railway—			*Sind-Pishin railway*—	
	Main line—			*Main line*—	
	Ruk junction to Sibi	132·52		Ruk to Sibi—	
	Sibi to Bostán	135·59		For coaching traffic 2-5-80	132·52
	Bostán to Gulistán	30·48		For goods traffic 1-7-80	
	Gulistán to Kila Abdulla	8·18		Sibi to Sharigh—	
	Kila Abdulla to Chaman	29·40		For goods and parcels traffic 20-3-87	
		336·17		For coaching traffic 28-8-87	75·27
				Sharigh to Bostán 28-8-87	60·32
				Bostán to Kila Abdulla—	
				For goods traffic 25-1-88	
				For coaching traffic 8-2-88	38·66
				Kila Abdulla to Chaman 1-1-92	29·40
				Total Sind-Pishin railway	336·17
	Carried over	913·63	1,970·93	Carried over	833·63

* The total length from Daud Khel to Roumia is 96 miles, of which 80 miles are new line and 16 miles are a part of the existing Kuhsálgarh branch of the North Western State railway.

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class. The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level. The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.	Bahá-ud-dín to Hariah (10·50 miles) on the 1st February 1880. Hariah to Miani (14·75 miles) on the 10th April 1880. Miani to Bhera (8·75 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.
This scheme will complete the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan. The works are those of a ghât line of the heaviest class. There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging. The sharpest curve, which is 0·19 mile long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Roumia. The steepest gradients vary from $\frac{1}{81}$ to $\frac{1}{100}$ and aggregate 50·16 miles as detailed below: Roumia to Basál . . . . 16·73 Basal to Jand near Langar (Kushalgarh branch) . . . 2·26 Jand near Langar to Daud Khel (Mári) . 31·17 50·16 Somewhat extensive protective works have been carried out to train the river through the bridge.	All works have been vigorously pushed during the year, except the Kohad and Sohan bridges and Chab tunnel, which could not be started till bricks could be got to site of works by train.
The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old) rails, and 84 lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden sleepers on the 31st December 1896. From Sibi for a length of 39 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olpherts sleepers. The remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel trough sleepers. The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879. Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The re-grading operations between Sibi and Nákus have been completed; there is now no grade on that section virtually steeper than 1 in 55.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	North Western—*contd.*		Miles.		
	Brought forward	913·63	1,970·93	Brought forward	1,860·63 833·63
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*	
	Mushkaf-Bolan—			*Mushkaf-Bolan railway*—	
	Sibi north distant signal (452·81 miles from Kiámári on the North Western State railway) to Nári Bank	3·97		Sibi north distant signal to Quetta south distant signal (a)	85·88
	Nári Bank to Kolpur	56·99			
	Kolpur to Quetta south distant signal	24·92			
		85·88			
	Carried over	999·51	1,970·93	Carried over	1,860·63 919·51

(a) The railway was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and Nákus. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42·3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman. From Nárí (140th mile from Ruk junction) to Spintangi (175th mile) and from Dirgi (224th mile) to Ghurkai (256th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (316th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork. The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.	
The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to Nárí Bank station, about 5 miles from Sibi and 456·77 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nárí Bank, *viâ* Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli. The new line just constructed is on a completely new alignment between Nárí Bank and Kolpur, the actual length of the construction works being 58 miles. From Nárí Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viâ* Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels. On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings. Thence to Mach at mile 498·33, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley. Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506·45) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán. Between Hirók and Kolpur (513·88 mile) the works are again very heavy, involving numerous heavy rock cuttings, three tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.	The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The field work was finished in June 1891, the plans and estimates being submitted to the Government of India in September 1891. The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891. The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line. Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were submitted to Government in 1893. These estimates were sanctioned by the Secretary of State in December 1893. Orders were issued in November 1895 for the completion of the double line between Ab-i-Gum to Kolpur. The Mushkaf-Bolan railway was incorporated with the North Western State Railway from the 31st May 1896.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
	Brought forward	999·51	1,970·93	Brought forward	1,860·63 919·51
	North Western—*concld.*				
	FRONTIER SECTION (Military)—*concld.*			FRONTIER SECTION (Military)—*concld.*	
	Quetta loop—			*Quetta loop*—	
	Quetta to Bostán	20·59		Quetta to Bostán . . 28-8-87	20·59
	Nuri Bank Rindli (*Rindli branch*)	13·81		Nuri Bank Rindli (*Rindli branch*)	13·81
		34·40	1,033·91	*Total Quetta loop*	34·40
				TOTAL FRONTIER SECTION	953·91
				DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—	
				Kurrachee Cantonment to Kurrachee City . . . 13-5-61	2·30
				Meean Meer East to Meean Meer West . . 10-12-91	2·13
				DOUBLE—MAIN LINE AND BRANCHES—(MILITARY)—	
				Gulistán to Chaman . . 20-9-92	36·82
				TOTAL DOUBLE LINE	41·25
	TOTAL		3,004·84	TOTAL OPEN MILEAGE	2,814·54
XII	**Hyderabad-Shadipalli**— Gidu Bandar on the Indus near Hyderabad to Shadipalli		58·91	Gidu Bandar to Shadipalli . 18-8-92	58·91

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
There are five curves under a radius of 1,000 feet—one of 860 feet close to Mach station, one of 900 feet and three of 955 feet radius between Hirók and Kolpur,—in lengths varying from 950 feet to 1,570 feet. The following statement shows the length and situation of gradients of 1 in 100 and less:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			REMARKS.
	$\frac{1}{60}$ and less.	$\frac{1}{61}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	
	Miles.	Miles.	Miles.	
Sibi to A-bi-Gum	...	19·32	4·20	Ruling gradient 1 in 55.
A-bi-Gum to Mach	6·96	0·13	...	„ „ 1 in 33.
Mach to Kolpur	14·21	0·38	...	„ „ 1 in 25.
Kolpur to Quetta	...	...	2·70	„ „ 1 in 100.

Details of construction.	REMARKS.
The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers. The works are light and the ruling gradient is 1 in 93·6. This section is unfenced. The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	The line from Quetta to Bostán was completed in October 1886. The remaining portion of the Quetta loop, *viz.*, from Sibi to Quetta, together with the Mithri chord line, was made over to the Mushkaf-Bolán railway from the 1st November 1891 for reconstruction on a new alignment. The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices S and V to Part II of the Railway Administration Reports for 1890-91 and 1892-93, respectively.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less	$\frac{1}{81}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Lahore district ($\frac{1}{100}$)	...	...	0·21	...	...
Rawalpindi ($\frac{1}{100}$)	...	...	67·59	...	...
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955
Sind-Sagar, Main line—					
Between Haranpur and Chalisa ($\frac{1}{100}$)	...	...	0·66	...	...
Khusalgarh branch	1·23	12·42	9·21	...	...
Bhaganwala „ ($\frac{1}{100}$)	...	...	0·43	...	...
Khewra „	...	1·59	0·45	...	...
Sukkur bandar „ ($\frac{1}{75}$)	...	0·08	...	...	...
Sind-Pishin—					
Sibi to Nákus	...	30·30	5·50	6·49	Varying from 455 to 990 ft.
Nákus to Bostan	22·70	18·96	6·89	9·99	Varying from 500 to 980 ft.
Bostán to Yaru	...	...	1·42	...	...
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.
Bostán to Quetta	...	...	5·39	0·20	Varying from 550 to 980 ft.

Details of construction.	REMARKS.
This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Earth ballast is used, except at points and crossings. There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.	The construction of this line was sanctioned on the 5th March 1891. It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.

APPENDIX

Railways constructed and

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		
XIII	**Oudh and Rohilkhand—**			
	Main line—			
	Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western State railway at Saháranpur junction .		Moghal Sarai to 3·25 mile 22-12-62 . 3·25 From 3·25 miles south of the Dufferin bridge to the Benares Ganges station . . . . 1-10-87 . 4·25 From the Benares Ganges station to Benares Cantonment . . . 18-6-83 . 1·50 Benares Cantonment to Sháhganj . . . 5-1-74 . 56·00 Sháhganj to Bilwái . 1-5-74 . 7·00 Bilwái to Málipur . . 17-4-74 . 9·00 Málipur to Akbarpur . 2-3-74 . 12·00 Akbarpur to Fyzabad . 10-6-73 . 36·00 Fyzabad to Bara Banki . 25-11-72 . 62·00 Bara Banki to Lucknow . 1-4-72 . 17·00 Lucknow to Sandíla . 1-2-72 . 30·00 Sandíla to Hardoi . . 15-7-72 . 33·00 Hardoi to Sháhjahánpur . 1-3-73 . 39·00 Sháhjahánpur to Faridpur 8-9-73 . 32·00 Faridpur to Bareilly {1-11-73 / 2-12-73} 13·00	
	On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viâ* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line, and the main line mileage being .	530·27	Bareilly to Moradabad (chord line *viâ* Rámpur) 8-6-94 . 56·07 Moradabad to Nagina . 8-10-84 . 47·25 Nagina to Najíbabad . 1-4-85 . 13·70 Najíbabad to Saháranpur . 1-1-86 . 58·25	530·27
	Loop line—		*Loop line—*	
	Bareilly to Moradabad *viâ* Chandausi	70·50	Bareilly to Ukka . . 22-12-73 . 5·00 Ukka to Aonla . . 1-11-73 . 11·00 Aonla to Chandausi . 10-6-73 . 27·00 Chandausi to Moradabad . 28-10-72 . 27·50	70·50
	Branches—		*Branches—*	
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*) . .	3·22	*Ajodhya ghát branch—* Ránupáli to Ajodhya ghát. 15-11-86 . 3·22	
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*) . .	21·52	*Bahramghat branch—* Bara Banki to Bahramghat . . . 20-11-72 . 21·52	
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*)	45·45	*Cawnpore branch—* Lucknow to Cawnpore . 23-4-67 . 42·00 Left bank Ganges to junction with the East Indian railway at Cawnpore . 15-7-75 . 3·22 Passenger approach to the East Indian railway at Cawnpore . . . 21-2-88 . 0·23	45·45
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*)	60·60	*Aligarh branch—* Aligarh to Rájghat . 1-2-72 . 30·12 Rájghat to Chandausi . 28-10-72 . 30·48	60·60
	Lhaksar junction (498 miles from Moghal Sarai *viâ* the chord line) to Hardwar (*Hardwar branch*) . .	17·06	*Hardwar branch—* Lhaksar junction to left bank Ganges canal near Jawálapur . . 1-1-86 . 13·53 Left bank Ganges canal near Jawálapur to Hardwar . . . 20-8-86 . 3·53	17·06
	Carried over .	147·85	600·77	Carried over . 748·62

D—*continued.*

in progress on the 31st March 1897.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalhâti and Azímganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.
The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.	In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge.
The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced by 60 lb. steel rails on deodar and sál sleepers.	
Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.	
On the northern extension, from Moradabad to Saháranpur and the Hardwar branch, 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.	The construction of the Moradábad-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.
The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers.	The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *viâ* Chandausi being thenceforth regarded as a Loop.
The length of permanent-way of the different types as existing on 31st December 1896 is shown in the following table:	The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.
	Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.
	Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.

Rails.

LOCALITY.	73 lb. East Indian railway pattern double-headed iron rail.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2·93 miles	2·93	...	...	...	...	2·93
From mile 2·93 to Moradabad *viâ* the loop line, including Bahramghat, Cawnpore and Aligarh branches	...	101·84	154·68	279·64	13·98	550·14
Ajodhya ghát branch	...	0·51	2·71	...	...	3·22
Moradabad to Saháranpur, and the Hardwar branch	...	0·20	0·74	...	135·35	136·26
Rae Bareli branch	...	...	...	48·56	...	48·56
Bareilly-Rámpur-Moradabad chord line	...	...	...	56·07	...	56·07
Kotdwara branch	...	15·06	0·13	...	...	15·19
TOTAL	2·93	117·61	158·23	384·27	149·33	812·37

Sleepers.

Cast-iron oval bowl.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
352·12	58·78	215·68	104·58	81·21	812·37

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XIII	**Oudh and Rohilkhand**—*concld.*				
	Brought forward	147·85	600·77	Brought forward	748·62
	Branches—concld.			*Branches*—concld.	
	Lucknow junction (208 miles from Moghal Sarai junction) to Rae Bareli (*Rae Bareli branch*)	48·56		*Rae Bareli branch*— Lucknow to Rae Bareli— For goods traffic 18-10-93 / For passenger traffic 26-10-93	48·56
	Najíbabad junction (472·02 miles from Moghal Sarai *viâ* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*)	15·19	211·60	*Kotdwara branch*— Najibabad junction to the right bank of the Koh river opposite Kotdwara 24-12-96	15·19
	Rae Bareli-Benares chord line—				
	Rae Bareli (48·26 miles from Lucknow) on the Oudh and Rohilkhand State railway to Benares Cantonment station on the Oudh and Rohilkhand State railway		138·69		
	TOTAL		951·06	TOTAL OPEN MILEAGE	812·37
XIV	**Eastern Bengal**—				
	EASTERN SECTION—			EASTERN SECTION—	
	Main line—			*Main line*—	
	Calcutta to Jagati junction	107·25		Calcutta to Rânaghat 29-9-62	45·25
	Jagati junction to 145th mile	37·82		Rânaghat to Jagati junction 15-11-62	62·00
		145·07		Jagati junction to 145th mile 1-1-71	37·82
					145·07
	Branches—			*Branches*—	
	Jagati junction to river Ganges (*Kooshtea branch*)	3·77		Jagati junction to river Ganges (*Kooshtea branch*) 16-2-64	3·77
	Kooshtea loop line	1·17		Kooshtea loop line 1-8-81	1·17
	Canal junction to Chitpore (*Chitpore branch*)	2·00		Canal junction to Chitpore (*Chitpore branch*) 25-8-73	1·88
	Rajbári to Goalundo	5·54		Portion in Chitpore yard for goods traffic 13-4-88	0·12
	Mile 145 to Panchooria	4·74		Rajbári to Goalundo 10-6-87	4·00
	Panchooria to Faridpore	14·59		9-10-93	0·03
	Belgáchai to the Ganges	2·33		6-10-95	0·73
	Bhydea junction to Borat	3·49		8-6-96	0·66
	Panchooria junction to the Ganges (*Fakirabad line*)	5·50		15-7-96	0·12
		43·13		Mile 145 to Panchooria 1-4-90	4·74
					17·22
	Carried over	188·20		Carried over	162·29

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers. The line is fenced throughout with wire fencing. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet. The permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line. The steepest gradient on this branch is 1 in 100, of which there are five in number situate between miles 5 and 15 and aggregate 2·84 miles in length. There are no curves under a radius of 1,000 feet.	Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893. Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895. A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with the Oudh and Rohilkhand State railway near Sháhjahánpur. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway also joins the Oudh and Rohilkhand State railway at Sháhjahánpur. The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889. Orders for construction were issued in October 1895 and work commenced in December of the same year.
The line is being constructed for a single line, to be used as a chord between Benares Cantonment and Lucknow and from the main line between these two stations. The works generally are light, the largest bridges being— Sai . . . . 4 spans of 100 feet. Chamoor . . . 4 „ 60 „ Bakli . . . . 3 „ 60 „ Burna . . . . 6 „ 40 „ Murna . . . . 3 „ 40 „ Mile 76 . . . . 5 „ 20 „ Naia Nala I . . . 2 „ 40 „ Naia Nala II . . . 2 „ 40 „ Thenga Nala . . 2 „ 40 „ Naia . . . . 1 „ 40 „ Spill . . . . 3 „ 20 „ Besides these, there are a number of smaller bridges and numerous irrigation drains. The line will be fenced with wire and stone posts. The ruling gradient is 1 in 500 and the sharpest curve is 2,865 feet. The permanent-way will consist of flat-footed steel rails 75lb. to the yard and sál sleepers. The ballast is of kunkur throughout and is obtained locally.	
The land and earthwork, as also the masonry of bridges and viaducts, are for a double line, but the girders put up are for a single line. Only one track has been laid, except from Calcutta to Naihátí, which was doubled in 1886, and from Naihátí to Ránaghat, which was doubled in 1892. The rails are iron, double-headed, weighing 74 lb. to the yard, except over 104·96 miles on which the 74 lb. rails have been replaced by 30 feet steel rails weighing 73 lb. to the yard. The second track between Sealdah and Ránaghat has been laid with double-headed steel rails weighing 73 lb. to the yard on Denham-Olphert's sleepers. The Goalundo extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line. The permanent-way is similar to that on the old main line. The sleepers used are sál, creosoted pine, hardwood and cast-iron bowls. The wooden sleepers are gradually being replaced by Denham-Olphert's.	The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868. The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871. The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874. There is a branch, ½ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868. Owing to the encroachments of the river Ganges it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the remainder on the 15th August 1882. In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The survey of the Rajbari-Faridpore branch was ordered in December 1895. The construction of the line was sanctioned in February 1897.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XIV	**Eastern Bengal**—*contd.*	Miles.	Miles.		Miles.
	Brought forward .	188·20		Brought forward .	162·29
	EASTERN SECTION—*concld.*			EASTERN SECTION—*concld.*	
	Porádaha branch—			*Porádaha branch*—	
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges .11·79			Porádaha to Bhairámára . 19-1-78 .	11·79
	Bhairámára to Golabnuggur (Dámukdia station) . . .6·10			Bhairámára to Golabnuggur (Dámukdia) . . 8-12-83 .	6·10
		17·89			17·89
				Total eastern section .	180·18
			206·09		
	SOUTHERN SECTION—			SOUTHERN SECTION—	
	Original line—			*Original line*—	
	Calcutta to Port Canning . .	27·79		Calcutta to Champahati . 2-1-62 .	15·00
	Junction with Eastern section . .	0·41		Champahati to Port Canning 15-5-63 .	12·79
		28·20		Junction with Eastern section . . . . 15-8-85 .	0·41
					28·20
	Diamond Harbour line—			*Diamond Harbour line*—	
	Sonárpur to Magra Hát . .	14·85		Sonárpur to Baruipur . . 10-6-82	5·30
	Magra Hát to Diamond Harbour	12·69		Baruipur to Magra Hát . 18-12-82	9·55
	Diamond Harbour towards Hara fort	0·42		Magra Hát to Diamond Harbour 25-4-83	12·69
		27·96		Diamond Harbour towards Hara fort . . . 25-4-83	0·42
					27·96
	Carried over .	56·16	206·09	Carried over .	180·18 56·16

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
	The Kooshtea branch has been reduced from 4 to 3·77 miles, owing to part of it having become a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State from the late Guaranteed Eastern Bengal Railway Company on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.
The Porádaha branch is laid with rails, 72 lb. to the yard, on iron pot sleepers. The Dámukdia extension has been laid on sál sleepers with second-hand rails, 74 lb. to the yard, obtained from the East Indian railway. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát. The doubling of the line between Naihátí and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihátí and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha junction was sanctioned in December 1895. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895, and is now complete, but not open yet to traffic. It will be treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballyganj which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73 lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails, 74 lb. to the yard, are laid generally on wooden sleepers; a short length, 0·25 mile, has been laid with Greaves' bowls.	The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the company surrendered it to Government under the provisions of the contract on the 1st April 1868. The Beliaghâta station, the Calcutta terminus of the late Calcutta and South-Eastern State railway, has been permanently closed, and trains of the southern section are now worked from the main station at Sealdah.
With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73 lb. to the yard, on Denham-Olphert's sleepers.	Orders for the Diamond Harbour survey were issued by the Government of Bengal in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XIV	**Eastern Bengal**—*concld.*				
	Brought forward .	56·16	206·09	Brought forward .	180·18 56·16
	SOUTHERN SECTION—*concld.*			SOUTHERN SECTION—*concld.*	
	Budge-Budge extension—			*Budge-Budge extension*—	
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66	69·82	Ballygunge to Budge-Budge—	
				For goods traffic . 1-5-90	13·66
				For passenger traffic . 1-6-90	
				Total southern section .	69·82
				DOUBLE—EASTERN SECTION—	
				Main line—	
				Calcutta to Naihâti . 1-8-86	23·23
				21-3-87	0·26
				Canal junction to Chitpore . 13-4-88	1·88
				Naihâti to Kânchrapâra . 20-4-92	4·69
				Kânchrapâra to Rânaghat . 12-11-92	17·56
					47·62
				DOUBLE—SOUTHERN SECTION—	
				Main line—	
				Sealdah to Ballygunge . 20-10-88	3·50
				19-9-90	0·36
				Ballygunge to Brace Bridge junction . . 20-11-93	4·00
					7·86
				TOTAL DOUBLE LINE .	55·48
	TOTAL .		275·91	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION) . . .	250·00
XV	**Calcutta Port Commissioners'**—				
	Cossipore to Chandpal Ghât, Calcutta .	4·06		Bagbazar to Cossipore . 1-6-78 .	1·14
				Bagbazar to Meerbohur Ghât 1-11-75 .	1·76
				Meerbohur Ghât to Jetties . 1-6-78 .	0·84
				Jetties to Chandpal Ghât . 1-12-80 .	0·32
				Chandpal Ghât to Kidderpore docks . . . 1-1-87 .	2·16
					6·22
	Chandpal Ghât to Kidderpore docks .	2·16			
	Shalimar branch—			*Shalimar branch*—	
	Telkul ghat road to Bhurpara khal at Shalimar	2·31		Telkul ghat road to Bhurpara khal at Shalimar . 11-12-84	2·31
	TOTAL .		8·53	TOTAL OPEN MILEAGE .	8·53

D—*continued.*

progress on the 31st March 1897.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73 lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, and miles 112, 129 and 131, Eastern section. The length of the longest one is 0·90 mile.	Sanction to the construction of the Kidderpore dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, amounting to ₹9,92,058, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888 on an estimate amounting to ₹6,41,590. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension. Sanction to the construction of the double line from Ballygunge to Brace Bridge junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding. On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal State railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892. The Bengal Central railway is worked by the Eastern Bengal State railway under an agreement, the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91.
The line is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent embossed sleepers; packing and boxing is generally done with coal cinders and in some places with 2nd class ballast. The line is fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are: 1 of 1 in 80 . . . 300 feet in length, and 1 of 1 in 90 . . 400 „ „	The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874. This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore docks a line was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. There are five bridges and a culvert on this line, a lifting bridge at Tolly's Nullah, the same as that over the Circular canal, a wrought-iron cylinder viaduct of 8 spans of 30 feet each over a slip in the river bank north of Fort Point; an arched viaduct of 22 spans of 12 feet and 3 spans of 20 feet over the steps of Baboo Ghât; two small girder bridges, one over the Eden Garden outfall sluice and one over the entrance to the north water-gate of the Fort. The culvert is an extension of the one at the south water-gate, Fort William.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.	
			Miles.	Miles.		Miles.
XVI	**East Coast—**					
	Main line—				*Main line—*	
	Tadêpalli to Bezwada	2·99			Tadêpalli to Bezwada—	
					For metre gauge traffic only 1-1-94	2·99
	Bezwada station to the distant signal of the Bezwada extension	0·39			Bezwada station to distant signal of the Bezwada extension . . . 10-2-89	0·39
	Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line)	88·69			Bezwada to the south bank of the Gódávari . . 20-2-93	88·69
	Gódávari, North to Vizianagram	159·50			Gódávari, North to Vizianagram—	
					For goods traffic . . 15-7-93 } For passenger traffic . 21-8-93 }	159·50
	Vizianagram to Parlákimedi Road	55·25			Vizianagram to Parlákimedi Road 20-7-94	55·25
	Parlákimedi Road to Palasa	32·37			Parlákimedi Road to Palasa—	
					For goods traffic . . 17-12-94 } For passenger traffic . . 1-4-95 }	32·37
	Palasa to Berhampore-Ganjam	46·12			Palasa to Berhampore-Ganjam 1-4-95	46·12
	Berhampore-Ganjam to Rambha	29·50			Berhampore-Ganjam to Rambha—	
					For goods traffic . . 1-9-95 } For passenger traffic . 15-10-95 }	29·50
	Rambha to Khurda Road	61·75			Rambha to Khurda Road . 1-3-96	61·75
	Khurda Road to Bhubaneshwar	11·87			Khurda Road to Bhubaneshwar—	
					For goods traffic . . 20-7-96 } For passenger traffic . 1-9-96 }	11·87
	Bhubaneshwar to Cuttack Road	9·94			Bhubaneswar to Cuttack Road 1-2-97	9·94
			498·37			
	Branches—				*Branches—*	
	Samalkot junction (32·50 miles from Gódávari, North) to Cocanada port (*Cocanada branch*)	9·93			*Cocanada branch—* Samalkot junction to Cocanada port—	
					For goods traffic . . 15-7-93 } For passenger traffic . 21-8-93 }	9·93
	Waltair junction (125·50 miles from Gódávari, North) to Vizagapatam, including Wharf and Swamp lines (*Vizagapatam branch*)	5·14			*Vizagapatam branch—* Waltair to Vizagapatam, including wharf, 0·82 mile—	
					For goods traffic . . 15-7-93 } For passenger traffic . 21-8-93 }	2·57
					Swamp line—	
					For goods traffic . . 1-10-94	2·57
	Khurda Road (372·75 miles from Gódávari, North) to Puri (*Puri branch*)	25·34			*Puri branch—* Khurda Road to Puri . 1-2-97	25·34
			40·41			
				538·78	TOTAL OPEN MILEAGE .	538·78
XVII	**Bezwada-Madras (Ennúr-Bezwada section)—**					
	Main line—					
			Miles.			
	From the terminus of the present Madras-Ennúr section at Ennúr to junction with the South Indian railway at Gudur		74·60			
	From the present terminus of the South Indian railway at Nellore to junction with the East Coast State railway at Tadêpalli		155·65			
				230·25*		

* Excluding 24·24 miles of the existing South Indian, metre gauge, railway between Gudur and Nellore to be taken over and converted to the standard gauge.

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
The permanent-way on the open line consists of 75 lb. flat-footed steel rails, 263 miles being laid with wooden and the rest with steel pea-pod sleepers. The ruling gradient is 1 in 150. The following are the important bridges: Kistna . . . 12 spans of 300 feet. Gódávari (unopen) . . 19 „ „ 250 „ Tuni . . . . 4 „ „ 100 „ Anakápalle . . . 6 „ „ 100 „ Beemasingha . . . 5 „ „ 100 „ Nelamarla . . . 4 „ „ 100 „ Lyángulya . . . 7 „ „ 150 „ Vamsadhára . . . 19 „ „ 70 „ Rushikulya . . . 10 „ „ 150 „ On the length Waltair to Junction (mile 212·50) or a total length of 4 miles the bridges and earthwork are constructed as for a double line, the remainder of the line is constructed for a single line only in all details. There are no curves under a radius of 1,000 feet. The line is fenced only at stations.	The survey of this line, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by state agency. The portion beyond Cuttack Road with the Mahanadi bridge has been taken over by the Bengal-Nágpur Railway Company for construction. The construction of the Puri branch was sanctioned in December 1894. Pending the completion of the Gódávari bridge the traffic across the Gódávari river is worked by a steam ferry. This service was formerly worked by a steamer hired from the Gódávari District Board to whom ferry working was leased yearly by the railway but during the year the railway has acquired and brought into working a flotilla consisting of 2 steamers and 10 barges of its own with which in future it is intended to work the ferry transhipment (till completion of the bridge) and also river out-agencies worked in connection with the railway.
The line which is a continuation of the East Coast State railway will be the southern link of the main line of direct communication between Calcutta and Madras. It runs almost parallel to the sea and at a short distance from it except for a length of about 40 miles south of the terminus of the East Coast State railway at Tadêpalli, a station some 3 miles to the south of Bezwada. The line traverses a country consisting mostly of fertile cultivated land, a great part of which is under irrigation from canals or tanks—but a portion of the central part of the line runs over a laterite country, while towards the northern end 24 miles are on pure sand which drifts and the banks and cuttings will require protection. The line is being constructed for a single track. The earthwork will be light, but on the second or Penner division between miles 85 and 107 from Madras on the existing South Indian railway metre gauge line the Gudur-Nellore section of which is to be converted from metre to broad gauge, also on the third or Ongol division from miles 146 to 153 and miles 159 to 174 from Madras, where some of the important rivers are crossed, the work is moderately heavy.	The construction of the line was sanctioned in July 1895. Acquisition of land was commenced in the first and fourth divisions (Pulicat and Bapatla) in October and November 1895 respectively and later on in the Penner and Ongole divisions. Realignments chiefly in the Pulicat and Penner divisions, amounting in all to abont 63 miles have effected a great saving in money and length but have necessarily retarded the commencement of work on these portions. The acquisition of land and the earthwork also was considerably interfered with during the winter months of 1895-96 owing to the large extent of land under wet cultivation. Progress on earthwork has been good, the whole length being nearly complete, a small amount remains to be done in cuttings in the centre part of the line and at large bridge approaches. Progress on large bridges is generally fair. These are somewhat backward at the northern end where owing to the dearth of stone and lime and the distance they had to be carried it was advisable to leave the superstructure of three large bridges to be completed after the rails were laid. The Palar and Gundlakamma bridges also are not as forward as could be wished but should be completed this season. Minor

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
XVII	Bezwada-Madras (Ennúr-Bezwada section)—*contd.*		
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)	5,068·28	4,483·13

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
There will be a large number of bridges for rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40 feet girders in the Gudur-Nellore metre gauge section, the following are the more important bridges: Ennúr creek . . 30 spans of 40 ft. Arni . . . . 7 „ 60 „ Arm of the Pulicat lake 10 „ 40 „ Nalareddi Kalva . . 4 „ 40 „ Kalinga . . . 6 „ 60 „ Swarnamukhi . . 22 „ 40 „ Mamadi Kalva . . 6 „ 40 „ Jaffer Saheb Canal . 2 „ 60 „ Penner . . . 23 spans of 70 „ and 5 of 40 „ Paideru . . . 5 spans of 40 „ Pillay Vagu . . 3 „ 40 „ Mungamur Vagu . . 3 „ 40 „ Obalvagu . . . 4 „ 40 „ Manner . . . 9 „ 60 „ Palar . . . 21 „ 40 „ Musi . . . 14 „ 40 „ Spill (Mudigonda) . 7 „ 40 „ Mudigonda . . 13 „ 40 „ Gundlakamma . . 13 „ 60 „ Spill (Gundlakamma) . 10 „ 20 „ Kommanur Canal I . 1 „ 60 „ and 2 of 20 „ Ramperu . . . 13 spans of 40 „ Nullamada . . . 5 „ 60 „ Tungabhadra drain . 7 „ 40 „ Kommanur Canal II . 4 „ 40 „ and 1 span of 20 „ The line will be fenced at stations and in the vicinity of towns and villages. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 and aggregates 36·93 miles in length. The permanent-way will consist of 75lb. flat-footed steel rails with 4 bolt holes laid on pynkado sleepers.	bridges have been pressed in order to get the rails through as early as possible. Platelaying has been commenced from Bezwada southwards and from Nellore northwards. Platelaying could be commenced from Ennur northwards in April when the Ennur Creek bridge will be finished and delay in getting rails through will only be caused by the want of permanent-way materials or sleepers The Gudur-Nellore section of the existing South Indian metre gauge railway, which is being converted to the standard gauge, will eventually form an integral part of this line.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XVIII	**Great Indian Peninsula—**			NORTH-EAST LINE—		
	NORTH-EAST LINE—			*Main line—*		
	Main line—			Victoria terminus to Bori bandar	1-1-82	0·19
	Bombay (Victoria terminus) to Kalyán junction	33·38		Bori bandar to Thána	18-4-53	20·54
	Kalyán junction to Bhusával junction	243·89		Thána to Kalyán	1-5-54	12·65
	Bhusával junction to Jubbulpore (point of junction with the East Indian railway)	337·84		Kalyán to Vásind	1-10-55	16·14
		615·11		Vásind to Ásangaon	6-2-60	3·75
				Ásangaon to Kására	1-1-61	21·84
				Kására to Igatpuri (Thul ghât)	1-1-65	9·89
				Igatpuri to Násik	28-1-61	31·43
				Násik to Chálisgaon	1-10-61	87·24
				Chálisgaon to Jalgaon	6-10-62	57·48
				Jalgaon to Bhusával	20-5-63	15·01
				Bhusával to Burhánpur	20-11-65	33·91
				Burhánpur to Khandwa	3-9-66	42·79
				Khandwa to Bir	17-2-68	21·15
				Bir to Itársi	1-1-70	89·27
				Itársi to Sohágpur	1-2-70	30·69
				Sohágpur to Jubbulpore	8-3-70	121·14
						615·11
	Branches—			*Nágpur branch—*		
	Jalgaon (262·26 miles from Bombay) to Amalner	38·07		Bhusával junction to Malkápur	20-5-63	30·05
	Bhusával junction (277·27 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25		Malkápur to Shegaon	24-10-64	32·53
				Shegaon to Badnera	18-12-65	72·67
				Badnera to Pulgaon	16-7-66	40·29
				Pulgaon to Sindi	5-11-66	38·27
				Sindi to Nágpur	20-2-67	29·44
						243·25
	Gádarváda junction (535·33 miles from Bombay) to Gotitoria (*Mohpáni branch*)	13·54		*Mohpáni branch—*		
		294·86	909·97	Gádarváda to Mohpáni—		
				For coal traffic only	3-9-72	12·47
				For public traffic	1-1-81	
				Mohpani to Gotitoria	22-11-96	1·07
						13·54
	SOUTH-EAST LINE—			SOUTH-EAST LINE—		
	Main line—			*Main line—*		
	Kalyán junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway)	408·86		Kalyán to Palasdhari (Karjat)	12-5-56	30·61
				Palasdhari to Khandála (Bhore ghât)	14-5-63	13·20
				Khandála to Lonávla (Bhore ghât)	14-6-58	2·35
				Lonávla to Poona	14-6-58	39·66
				Poona to Diksál	15-12-58	64·25
				Diksál to Bársi Road	23-10-59	50·60
				Bársi Road to Mohol	20-1-60	28·32
				Mohol to Sholápur	6-6-60	20·51
				Sholápur to Gulbarga	1-2-70	70·29
				Gulbarga to the Kistna	1-12-70	73·76
				Kistna to Ráichúr	1-5-71	15·31
						408·86
	Khopoli branch—			*Khopoli branch—*		
	Palasdhari (63·71 miles from Bombay) to Khopoli	7·24		Palasdhari to Khopoli	12-5-56	7·24
			416·10			
	Carried over		1,326·07	Carried over		1,288·00

D—*continued.*

progress on the 31st March 1897.

BY GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.	The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával junction to Malkápur towards the close of 1859.
The rails originally laid were iron, weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails in the main line are 1,539·32 and 189·82 miles, respectively.	The dates of orders for the construction of other sections on the north-east line, including branches, are as follows: Thána to Persick . . . . . 28-3-51 Persick to Kalyán . . . . . 22-5-52 Kalyán to Vásind . . . . . 20-5-53 Vásind to Bhusával . . . . . 25-3-57 Bhusával to Jubbulpore . . . . 1858 Nágpur branch . . . . . 27-9-58 Mohpani branch . . . . . 13-2-71 Mohpani to Gotitoria 25-2-96
The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,596·25 miles of bowl sleepers and 132·89 miles of wooden sleepers on the 31st December 1896.	
The whole of the south-east line, excepting the ghât section, is laid with iron bowls.	
The whole line, with the exception of the Mohpáni and Khopoli branches, is fenced.	
The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 990 feet radius.
	$\frac{1}{250}$ and less.	$\frac{1}{251}$ to $\frac{1}{260}$.	$\frac{1}{261}$ to $\frac{1}{100}$.	
NORTH-EAST LINE—	Miles.	Miles.	Miles.	Mile.
Miles 75—84 from Bombay (Thull ghât) . . .	5·05	2·36	...	...
Miles 23—99 from Bombay .	...	...	13·55	...
„ 271—3 „ .	...	...	0·94	...
SOUTH-EAST LINE—				
Miles 64—80 from Bombay (Bhore ghât) . . .	14·26	0·46	...	...
Miles 63—64 from Bombay .	...	...	0·43	...
„ 298—376 „ .	...	...	16·65	...
„ 75—76 „ .	...	...	...	0·34

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral 13-5-54
Neral to Palasdhari 30-1-55
Palasdhari to Poona 7-7-55
Poona to Sholápur 5-10-55
Khopoli branch 30-1-55

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád railway, the Berar branches, and the Wardha Coal railway. The terms on which the branch lines are worked will be found in appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XVIII	**Great Indian Peninsula**—*concld.*	Miles.			Miles.
	Brought forward	1,326·07	Brought forward		1,288·00
			DOUBLE—NORTH-EAST LINE—		
			Victoria terminus to Bori bandar	1-1-82	0·19
			Bori bandar to Thána	18-4-53	20·54
			Thána to Kalyán	1-5-54	12·65
			Kalyán to Vásind	22-10-66	16·15
			Vásind to Átgaon	20-2-67	9·65
			Átgaon to Kására	25-4-67	15·94
			Kására to Igatpuri	1-1-65	9·89
			Igatpuri to Násik	10-1-69	31·43
			Násik to Chálisgaon	10-1-69	87·24
			Chálisgaon to Kajgaon	10-1-69	11·86
			Kajgaon to Páchora	17-3-69	16·05
			Páchora to Máheji	27-5-69	9·14
			Máheji to Bhádli	6-3-73	27·59
			Bhádli to Bhusával	6-6-73	7·84
			Bhusával to Bhusával junction	1-7-92	1·11
			Bhusával junction to Khandwa (Abna junction)	11-1-89	75·12
			Bágra tunnel to Towa viaduct	1-2-70	0·74
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari	25-7-70	30·61
			Palasdhari to Khandála (Bhore ghát)	14-5-63	13·20
			Khandála to Lonávla (Bhore ghát)	14-6-58	2·61
					46·42
			DOUBLE—NÁGPUR BRANCH—		
			Bhusával junction to Nádgaon	11-1-89	17·72
			Nádgaon to Shegaon	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE		461·92
	TOTAL	1,326·07	TOTAL OPEN MILEAGE		1,288·00

D—*continued.*

progress on the 31st March 1897.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XIX	**Bombay, Baroda and Central India—**				
	Main line—			*Main line—*	
	Bombay (Colába) terminus to Ahmedabad	309·64		Colába to Marine lines . 18-1-70	2·00
	Extension to Viramgám junction and Wadhwán	79·93		Marine lines to Charni Road . 19-6-69	0·75
		389·57		Charni Road to Bellasis Road . 13-9-68	0·75
				Bellasis Road to Bulsár . 28-11-64	121·00
				Bulsár to Navsári . 2-9-61	24·25
				Navsári to Sachin . 20-5-61	9·25
				Sachin to Surat . 18-3-61	9·00
				Surat to Amroli . 19-11-60	2·25
				Amroli to Anklesvar . 10-2-60	28·75
				Anklesvar to the Nerbudda . 5-12-60	5·50
				Nerbudda to Broach . 22-6-60	
				Broach to Baroda . 9-1-61	43·75
				Baroda to Dholia . 22-4-61	11·25
				Dholia to Mehmadabad . 3-9-62	33·25
				Mehmadabad to Ahmedabad . 21-1-63	17·89
				Ahmedabad to Sábarmati 1-1-70	3·75
				Sábarmati to Sánand . 24-5-71	13·75
				Sánand to Viramgám . 30-11-71	22·75
				Viramgám to Wadhwán . 25-5-72	39·68
					389·57
	Branches—			*Branches—*	
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*)	49·21		*Godhra branch—*	
				Ánand to Dákor . 8-4-74	16·75
				Dákor to Rukhyal . 6-1-75	1·75
				Rukhyal to Hungari . 6-12-76	9·00
				Hungari to Páli . 29-1-77	4·71
				Páli to Godhra . 26-2-82	17·00
					49·21
	Khárághoda in the Runn of Cutch, to Viramgám junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*)	22·12		*Pátri branch—*	
				Khárághoda to Viramgám . 12-5-73	22·12
		71·33			
				DOUBLE—MAIN LINE—	
				Colába to Marine lines . 18-1-70	1·91
				Marine lines to Charni Road . 19-6-69	0·71
				Charni Road to Bellasis Road . 13-9-68	1·29
				Bellasis Road to Máhim . 20-7-65	5·44
				Máhim to Bándra . 23-2-66	1·07
				Bándra to Santa Cruz . 23-5-66	1·83
				Santa Cruz to Andheri . 29-8-67	2·71
				Andheri to Bháyndar . 27-4-85	13·33
				Bháyndar to Virár . 1-10-85	10·34
				Sachin to Kánkra Khádi 4-7-87	6·36
				Kánkra Khádi to Surat . 5-6-68	2·72
				Surat to Amroli . 9-10-67	2·19
				Bárejadi to Ahmedabad 2-6-87	10·21
				Itola to Baroda . 7-6-95	10·77
				TOTAL DOUBLE LINE .	70·88
	TOTAL .		460·90	TOTAL OPEN MILEAGE .	460·90

D—*continued.*

progress on the 31st March 1897.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is double from Colába to Virár, 38·63 miles; from Sachin to Amroli, 11·27 miles; from Itolá to Baroda 10·77 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 70·88 miles. The work of doubling the line from Virar to Dahanu 37·98 miles and from Amroli to Itola 66·62 miles—a total of 104·60 miles—is in hand. On the rest of the line, the earthwork is for a single line, and the bridge piers and abutments for a double line. The warren girders of the bridges are now being renewed by steel plate girders, which work is now in hand.	The section from Colába to Marine Lines was commenced in May 1865. The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870. The following are the dates of sanction of the remaining sections of this line: Marine Lines to Charni Road . . 1868 Charni Road to Grant Road . . May 1863 Grant Road to Dádar . . . July 1862 Dádar to 50th mile (from Colába) . 1859 50th mile (from Colába) to Surat . 1858 Surat to Ahmedabad . . . 1857 and 1859 Ahmedabad to Viramgám . . October 1870
The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.	
The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	
The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 8 miles of cactus. From Ahmedabad to Wadhwán there are 41 miles of cactus and 38 miles of wire.	
The ruling gradient on the main line is 1 in 500 and aggregates 98·34 miles in length.	
The formation and earthwork of the Godhra branch are for a single line; the rails are a mixture of 60lb. iron, and 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The line is located on the trunk road, and is fenced partly with cactus (23 miles) and partly with wire, (26 miles).	
The ruling gradient on the Godhra branch is 1 in 200 of which there are 7 in number aggregating 3·98 miles in length.	
The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers with sand ballast.	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.
This branch is unfenced.	
The ruling gradient on the Pátri branch is 1 in 300 of which there are 2 in number aggregating 0·50 mile in length.	The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.
There are no curves under a radius of 1,000 feet.	
The length and situation of gradients up to 1 in 100 are shown in the statement below:	The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found on page 150 of, and Appendix M to, Part II of the Railway Administration Reports for 1889-90 and 1893-94, respectively.
	The Rajputana-Malwa state railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 197 and 198 from Bombay	...	0·06
" " 259 and 260 "	....	0·13
Godhra branch, miles 301 to 304 from Bombay	1·35	...
Godhra branch, miles 315 and 316 from Bombay	...	0·06

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XX	**Madras—**	Miles.	Miles.	SOUTH-WEST LINE—		Miles.
	SOUTH-WEST LINE—			*Main line—*		
	Main line—			Madras to Veyasarpaudy	7-4-73	2·16
	Madras to Veyasarpaudy junction	2·16		Veyasarpaudy to Arcot	1-7-56	63·22
	Veyasarpaudy junction to Arkonam junction	40·25		Arcot to Kátpádi	7-5-57	14·96
	Arkonam junction to Calicut	370·73		Kátpádi to Gudiyáttam	19-5-58	15·36
		413·14		Gudiyáttam to Ambúr	16-1-60	17·01
				Ambúr to Vániyambádi	1-2-60	9·98
				Vániyambádi to Tirupattúr	23-5-60	14·19
				Tirupattúr to Salem	1-2-61	69·98
				Salem to Sankaridrug	1-12-61	23·68
				Sankaridrug to Pódanúr	12-5-62	71·18
				Pódanúr to Pattámbi	14-4-62	64·96
				Pattámbi to Kuttippuram	23-9-61	11·50
				Kuttippuram to Tirúr	1-5-61	9·39
				Tirúr to Kadalundi	12-3-61	16·31
				Kadalundi to Calicut	2-1-88	9·26
						413·14
	Branches—			*Branches—*		
	Veyasarpaudy junction to Ráyapuram (*Ráyapuram branch*)	2·16		*Ráyapuram branch—*		
				Veyasarpaudy to Ráyapuram	1-7-56	2·16
	Bangalore branch—			*Bangalore branch—*		
	Jalarpet junction (132 miles from Madras) to Bangalore Cantonment	84·37		Jalarpet junction to Bangalore Cantonment	1-8-64	84·37
	Bangalore Cantonment to Bangalore City	3·05		Bangalore Cantonment to Bangalore City	1-7-82	3·05
		87·42				87·42
	Pódanúr junction (301·72 miles from Madras) to Méttupálaiyam at the foot of the hills (*Nílgiri branch*)	25·75		*Nílgiri branch—*		
				Pódanúr junction to Coimbatore	1-2-73	3·78
				Coimbatore to Méttupálaiyam	31-8-73	21·97
						25·75
	Olavakkót (332·07 miles from Madras) to Palghat town (*Palghat branch*)	2·47		*Palghat branch—*		
				Olavakkót to Palghat	2-1-88	2·47
		117·80	530·94			
	NORTH-WEST LINE—			NORTH-WEST LINE—		
	Main line—			*Main line—*		
	Arkonam junction (42·41 miles from Madras) to Guntakal	232·88		Arkonam to Nagari	4-3-61	17·27
				Nagari to Puttúr	8-12-61	9·59
				Puttúr to Rénigunta	15-9-62	14·46
				Rénigunta to Reddipalle	1-10-64	38·02
	Guntakal to Ráichúr (point of junction with the Great Indian Peninsula railway)	75·40		Reddipalle to Cuddapah	1-9-65	39·59
				Cuddapah to Muddanúru	1-8-66	34·31
			308·28	Muddanúru to Tadpatri	1-9-68	32·07
				Tadpatri to Gooty	1-8-69	29·72
				Gooty to the Tungabhadra river	12-12-70	75·33
				Tungabhadra to Ráichúr	15-3-71	17·92
						308·28
	Carried over		839·22	Carried over		839·22

D—*continued.*

progress on the 31st March 1897.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nílgiri and Palghat branches, the Calicut extension and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails 30 feet long and weighing 76lb. to the yard are now used. The section between Madras and Arkonam, 42·41 miles, is double. The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lbs.) of an improved and stronger design, with steel bull-headed rails 76lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced. The whole line is fenced. There are no curves under a radius of 1,000 feet.	Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpaudy junction and the Central station this became a portion of the main line, and the old line from the junction to Ráyapuram was then treated as a branch. The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1⅛rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic. The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned. The following are the dates of sanction of the remaining sections of the south-west line, including branches: Madras to Veyásarpaudy . April 1868. Veyasarpaudy to Arkonam . Between July 1853 and Feb. 1854. Arkonam to Kadalundi . Between Feb. 1854 and May 1857. Ráyapuram branch . . July 1853. Bangalore „ . . 1862 and Mar. 1881. Nílgiri „ . . 17th Aug. 1870. Palghat „ . . 4th Jan. 1887. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company. The Bellary branch, from Guntakal junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887. The dates of sanction of the various sections of the north-west line are as follow: Arkonam to mile 64 from Madras . 23-6-59 Mile 64 „ „ 87 „ „ . 3-1-60 „ 87 „ „ 108 „ „ . 31-1-61 „ 108 „ „ 130 „ „ . 26-5-63 „ 130 „ „ 172 „ „ . 18-11-63 „ 172 „ „ 192 „ „ . 20-7-63 „ 192 „ „ 203 „ „ . 22-7-65 „ 203 „ „ 233 „ „ . 8-5-65 „ 233 „ „ 245 „ „ . 21-5-65 „ 245 „ „ 256 „ „ . 25-5-66 „ 256 „ „ 267 „ „ . 22-6-66 „ 267 „ „ 278 „ „ . 31-7-67 „ 278 „ „ 288 „ „ . 20-11-67 „ 288 „ „ 294 „ „ . 4-3-67 „ 294 „ „ 305 „ „ . 3-12-68 „ 305 „ „ 314 „ „ . 27-5-68 „ 314 „ „ 325 „ „ . 24-9-68 „ 325 „ „ 334 „ „ . 23-8-69 „ 334 „ Ráichúr 22-9-69

The statement below shows the length and situation of gradients up to 1 in 100.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/1 to 1/80	1/81 to 1/100
	Miles.	Miles.
South-west line—		
Between 187·33 and 196·40 miles from Madras .	1·34	4·11
„ 223·87 and 241·06 „ „ „ .	...	3·59
„ 305·88 and 319·73 „ „ „ .	5·36	2·90
„ 353·48 and 366·57 „ „ „ .	...	3·99
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras .	6·32	3·17
„ 147·60 and 191·14 „ „ „ .	...	18·98
„ 215·10 and 218·74 „ „ „ .	0·88	1·60
Nílgiri branch—		
Between 316·13 and 325·67 miles from Madras .	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras .	...	1·63
„ 72·77 and 76·68 „ „ „ .	0·75	2·02
„ 96·62 and 97·79 „ „ „ .	0·80	0·37
„ 137·54 and 138·36 „ „ „ .	...	0·82
„ 152·16 and 158·49 „ „ „ .	...	4·49

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		Miles.
		Miles.			
XX	**Madras Railway—*concld.***				
	Brought forward .	839·22	Brought forward .		839·22
			DOUBLE SOUTH-WEST LINE—		
			Madras to Veyasarpaudy junction . . .	7-4-73	2·16
			Veyasarpaudy junction to Perambúr . . .	7-2-74	1·30
			Perambúr to Ávadi . .	1-5-77	9·54
			Ávadi to Tiruvallúr . .	20-7-77	12·89
			Tiruvallúr to Arkonam .	28-8-77	16·52
					42·41
	TOTAL .	839·22	TOTAL OPEN MILEAGE		839·22
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE) . . .	2,626·19			2,588·12

D—*continued.*

progress on the 31st March 1897.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
		Miles.			Miles.
XXI	**Delhi-Umballa-Kalka—**				
	Delhi on the East Indian railway, *viâ* Karnâl and Umballa, to Kalka	160·47	Delhi to Kalka . .	1-3-91	160·47
XXII	**Tarkessur—**				
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district . . .	22·23	Seoraphuli to Tarkessur .	1-1-85	22·23
XXIII	**South Behar (Luckeeserai-Gya)—**				
	Luckeeserai to Gya	79·00			

D—*continued.*

progress on the 31st March 1897.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 5 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:	The Delhi-Umballa-Kalka Railway Company was formed in January 1889, and the capital share lists closed on the 26th of that month. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	1/80 & less.	1/80	1/81 to 1/100
	Miles.	Miles.	Mile.
Between 149 and 154·98 miles from Delhi	...	3·29	0·85
Between 154·98 and 160·47 miles from Delhi	5·78	...	...

The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.
The line traverses a comparatively flat country with small isolated rocky hills at intervals. The two most important rivers crossed are the Phulgu and Sukri spanned by 18-100 ft. girders and 20-60 ft. girders, respectively. The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way will be on the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid with cast-iron chains and timber sleepers. The minimum radius of curve is 2,865, and the steepest gradient 1 in 500. The line will be fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills will be used throughout.	The South Behar Railway Company was formed at the end of 1892, and a reconnaissance survey was made early in 1893. On the 7th August 1895, the South Behar Company entered into a contract with the Secretary of State for the construction of the line—*vide* Appendix K to this report. It was decided that the East Indian Railway Company should be the agency by which the construction should be undertaken by the Secretary of State, and a contract to that effect, dated the 22nd August 1895, was entered into between the Secretary of State and the East Indian Railway Company. The indenture will be found in Appendix L to Part II of the Railway Administration Report for 1895-96. The South Behar line will connect hereafter with the Moghal Sarai-Gya railway at Gya.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
XXIV	Southern Punjab (Delhi-Samasata)	400·71	
XXV	Hardwar-Dehra—		
	Hardwar to Dehra	30·00	
XXVI	Tapti Valley—		
	Surat to Amalner	162·47	
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE)	854·88	182·70

D—*continued.*

progress on the 31st March 1897.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges are for a single line. The permanent-way will consist of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine and deodar. The country traversed is flat, passing for the 230 miles from Delhi through irrigated country, and for the 170 miles at its southern end, along the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few, but there are long stretches of bank, low for the most part, but of greater height in places where headway is required for the canal bridges. For natural waterways few minor bridges are required throughout the line, but there are a large number of openings of from 18in. to 20ft. for irrigation channels and canals, by which the country is intersected. The Ghaggar is the only river crossed by the line, and for this 22 spans of 40ft. girders are proposed, the openings being at four different places in 1¼ miles; at the main channel, four of the piers will be on well foundations; elsewhere the foundation will be open. There is a 75ft. girder bridge over the Western Jumna Canal, one mile out of Delhi, and there are, besides, one 60ft. and four 40ft. girder bridges over canals. The line will be ballasted near Delhi with broken stone, and beyond that with broken block kunkur, where obtainable, and with broken bricks from extensive ruins at Rohtak, Tohana, and a few other places, while in places the ballast will be largely supplemented with specially burnt brick.	The contract between the Secretary of State for India and the Company was executed on the 13th August 1895, and by October all the engineers had reached India and taken the field. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. Of the total length of the line, 173 miles from Samasata to near Abohar had been previously finally located by the Government engineers, and land plans made out. On this length, therefore, the land, which for 155 miles lay in the Bahawalpur State, was acquired at once, and earthwork started in December 1895. Plate-laying from Samasata was started at the end of March 1895, and the portion between Bhatinda and Samasata, 218 miles, was linked through on the 15th October 1896. The plate-laying between Delhi and Bhatinda is in progress, and will, it is hoped, be completed in May 1897.
	The line will be constructed and worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company. Sanction to the resurvey of the line was given in March 1897.
The line will be constructed for a single track. The permanent-way will consist of 70lb. flat-footed steel rails and creosoted pine and jungle teak sleepers. The ruling gradient is 1 in 200. There are no curves under a radius of 1,000 feet.	The line is being constructed by the Bombay, Baroda and Central India railway, and will on completion be worked as part of their standard gauge system, on behalf of the promoters. Work started in January 1897.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATE

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XXVII	Khámgaon— Miles.	Miles.		Miles.
	Jalamb junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon .	7·55	Jalamb to Khámgaon . . 4-3-70	7·55
XXVIII	Amráoti—			
	Badnera junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . .	5·44	Badnera to Amráoti . . 16-2-71	5·44
XXIX	Bína-Goona—			
	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Goona . 71·74		From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station to Goona . . 23-9-95	71·74
	Goona-Bara extension—			
	Goona to Bara . . . 76·00	147·74		

D—*continued.*

progress on the 31st March 1897.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track with a formation of 16 feet. It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68lb. iron rails and cast-iron pot sleepers. One quarter of the line is ballasted with broken stone, and the rest with gravel. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 miles. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.	The dates of order for survey and construction are as follow: *Date for survey.* — 8th April 1870. *Dates for construction.* — 7th June 1869. 11th June 1870.
The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.
The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers. There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The line is fenced throughout. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 125, of which there are 7 in number on the Bína-Goona line, aggregating 3·95 miles in length.	This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to this report.
This extension of the Bína-Goona railway is being constructed at the expense of the Gwalior, Tonk and Kotah Darbars, through which States the line runs. The track is single with rails 75lb steel flat-footed on deodar transverse sleepers. The ruling gradient is 1 in 125. The line is ballasted with broken stone and laterite. The country between miles 79 and 85 from Bína is very difficult but beyond moderate, and for the last 30 miles in Kotah territory easy. The principal bridge is the Parbati, 11 spans of 100 feet girders.	Sanction was accorded in March 1896 to the commencement of earthwork for famine relief purposes on the section from Goona to the Parbati river in the Gwalior State, near Bara, with funds supplied by the Gwalior Durbar. Surveys were carried out during 1895-96 for the extension of the Bína-Goona railway to Bara and Kotah. Sanction to the whole project was received in February 1897.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXX	**Bhopal-Ujjain—**		Bhopal to Ujjain—	
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	113·52	For goods traffic . 11-11-95 For passenger traffic . 11-4-96	113·52
V and XXXI	**Bhopal-Itársi—**			
	Main line—		*Main line—*	
	Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal	57·11	Itársi to Hoshangabad . 1-6-82 Hoshangabad to Bhopal . 18-11-84	10·89 46·22
				57·11
	Branch—		*Branch—*	
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal .	0·28	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . 11-11-95	0·28
		57·39	TOTAL OPEN MILEAGE .	57·39
XXXII	**The Nizam's Guaranteed state—**			
	Main line—		*Main line—*	
	Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *vid* Secunderabad to the south-east frontier	310·09	Wádi junction to Secunderabad and to junction of new line 9-10-74 Junction of new line to Warangal . . 8-4-86 Warangal to Dornakal . . 1-1-88 Dornakal to Bona Kálu . . 5-8-88 Bona Kálu to British frontier . 10-2-89	115·45 87·47 51·91 31·72 23·54
				310·09
	Carried over .	310·09	Carried over .	310·09

D—*continued.*

progress on the 31st March 1897.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers. There are six large bridges on the line: Parbati 5 spans of . . . 100 feet. Niwaj 5 " " . . . 100 " Bari-Kalis-Sind 6 " " . . . 100 " Lakhundar 4 " " . . . 60 " Greater Tilar 8 " " . . . 60 " Choti-Kali-Sind 6 " " . . . 60 " The line will be fenced only at, and in the vicinity of, stations, towns, and important level-crossings. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 150 and aggregates 30·80 miles in length.	The construction of this line was sanctioned in November 1892. It was constructed jointly by the Gwalior and Bhopal States. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not sanctioned until the end of April 1893. It is being worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to this report.
The line has been laid for a single track with 62lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 80lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot-sleepers. The line is wholly fenced. There are no curves under a radius of 1,000 feet. The steepest gradients are noted below: SECTION OF LINE. — LENGTH OF GRADIENTS. $\frac{1}{51}$ to $\frac{1}{80}$ — $\frac{1}{81}$ to $\frac{1}{100}$ Budni-Barkhera . . . . — Miles. 6·77 — Mile. 0·83	The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively. The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line was constructed on contract by Messrs. Glover & Co., and has been worked by the Indian Midland Railway Company from the 1st January 1889. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.
The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track. About 24 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 24 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66¼lb. flat-footed steel rails on steel pea-pod sleepers.	The dates of orders for survey and construction are 30th October 1869 and 25th March 1871, respectively. The Government of the Nizam provided the capital, and the British Government constructed the line. The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXII	**The Nizam's Guaranteed State—** Miles.	Miles.	Miles.
	Brought forward . 310·09		Brought forward . 310·09
	Branches—		*Branches—*
	Husain Ságar junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*) . . . . . 3·54		*Hyderabad branch—*
			Husain Ságar to Hyderabad . . . . 9-10-74 3·54
	Dornakal to Singareni Coal-fields (*Mineral branch*) . . . . 16·50		*Mineral branch—*
			Dornakal to Singareni Coal-fields . . . . 1-1-88 16·50
	Junction of new line to Trimulgherry (*Troop siding*) . . . . 2·19		*Troop siding*—*
			Junction of new line to Trimulgherry . . . . 9-10-74 2·19
		332·32	TOTAL OPEN MILEAGE . 332·32
XXXIII	**Nagda-Ujjain—**		
	Nagda [459·62 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	34·67	Nágdá to Ujjain . . 15-7-96 34·67
XXXIV	**The Gaekwar's Petlád—**		
	Ánand [269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway] to Petlád	13·35	Ánand to Petlád . . 5-5-90 13·35

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1897.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The branch line to the mines is laid with 60lb. flat-footed iron rails, except 1·40 miles, on which 66lb. flat-footed steel rails have been used. Steel pea-pod sleepers have been used throughout. The branch to Trimulgherry is laid with second-hand 60lb. flat-footed iron rails partly on steel pea-pod sleepers and partly on timber sleepers. The branches are also constructed for a single track. The line is fenced from Wádi to Secunderbad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·60 miles and occurs between Secunderabad and the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. This Company works, as part of its own system, the section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station. The original terms of working, which are printed as Appendix P to Part II of the Railway Administration Report for 1889-90, are under revision.
The permanent-way will consist of 75lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet, the heaviest gradient being 1 in 200 for a total length aggregating 10·14 miles, and the sharpest curve an angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.	This line was sanctioned for construction on the 17th, and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line is being constructed by the Bombay, Baroda and Central India Railway Company.
The rails used are flat-footed steel, 69½lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 2·00 miles in length.	The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XXXV	**Kolar Gold-fields—**			
	Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam	10·00	Bowringpet to Marikuppam.	1-6-94 10·00
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)	708·87*		632·87*

* Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section), which has been included in "Total State lines worked by companies (standard gauge)."

D—*continued.*

progress on the 31st March 1897.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of Madras railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{51}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company on the same percentage of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling-stock.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXXVI	**Rájpura-Bhátinda—**			
	Rájpura [179 miles from Delhi on the North Western State railway, main line] *viâ* Patiála to Bhátinda	107·94	Rájpura to Patiála . . 1-11-84 Patiála to Bhátinda . . 13-10-89	15·77 92·17
			TOTAL OPEN MILEAGE .	107·94
XXXVII	**Jammu and Kashmir—**			
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . .	15·92	Frontier of the Kashmir State to the left bank of the Tawi river . . . 15-3-90	15·92
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	123·86		123·86

D—*continued.*

progress on the 31st March 1897.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	REMARKS.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western State railway as a leased line under agreement.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
XXXVIII	**Bengal and North-Western*—**	Miles.	Miles.	TIRHOOT SECTION—		
	TIRHOOT SECTION—			*Main line—*		
	Main line—			Semaria ghât to Dalsinghsarai	1-5-83	22·55
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah	145·87	145·87	Dalsinghsarai to Samastipur	1-11-75	14·75
				Samastipur to Mozufferpore	24-2-77	32·00
				Mozufferpore to Motiharee	1-2-83	49·57
				Motiharee to Bettiah	20-12-83	27·00
						145·87
	Kosi extension—			*Kosi extension—*		
	Samastipur to Bháptiáhi	76·92		Samastipur to Durbhunga	1-11-75	23·00
	Bháptiáhi to Pratápganj	14·00		Durbhunga to Jhanjharpur	1-2-83	24·00
	Pratápganj to Khanwa ghât	8·00		Jhanjharpur to Ghoghardiha—		
			98·92	For goods traffic	8-4-86	13·00
				For passenger traffic	6-5-86	
				Ghoghardiha to Nirmala—		
				For goods traffic	8-4-86	6·92
				For passenger traffic	1-11-86	
				Nirmala to Bháptiáhi—		
				For goods traffic	15-11-87	10·00
				For passenger traffic	1-1-88	
				Bháptiáhi to Pratápganj—		
				For goods traffic	1-10-88	14·00
				For passenger traffic	1-1-89	
				Pratápganj to Khanwa ghât	14-11-90	8·00
						98·92
	Bairagnia branch—			*Bairagnia branch—*		
	Durbhunga to Dheng	57·00		Durbhunga to Sitamarhi—		
	Dheng to Bairagnia (*fair weather line*)	3·51	60·51	For goods traffic	1-7-90	42·00
				For passenger traffic	1-11-90	
				Sitamarhi to Riga—		
				For goods traffic	1-1-91	6·00
				For passenger traffic	2-11-91	
				Riga to Dheng—		
				For goods traffic	1-7-91	9·00
				For passenger traffic	2-11-91	
				Dheng to Bairagnia—		
				For goods traffic	1-3-92	3·51
				For passenger traffic	15-3-92	
						60·51
	Sonepore branch—			*Sonepore branch—*		
	Mozufferpore to Sonepore (point of junction with the Company's section)		34·61	Mozufferpore to Hajeepore	26-10-84	31·25
	Hajeepore branch—			Hajeepore to Sonepore—		
	Hajeepore to Hajeepore ghât		1·89	For goods traffic	1-8-87	3·36
	Hajeepore to Begamsarai	44·25		For passenger traffic	25-4-87	
	Garhara to Katihar	116·75				34·61
			161·00	*Hajeepore branch—*		
				Hajeepore to Hajeepore ghât	26-10-84	1·89
				Total Tirhoot section		341·80
	COMPANY'S SECTION—			COMPANY'S SECTION—		
	Main line—			*Main line—*		
	Sonepore, opposite Patna, *vid* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya	238·60		Sonepore to Mankapur	15-1-85	218·50
	Loop line—			Mankapur to Nawábganj	2-4-84	14·00
	Sonepore to Bunwárchak	9·34		Nawábganj to Ajodhya	1-12-84	6·10
						238·60
				Loop line—		
				Sonepore to Bunwárchak	15-1-85	9·34
	Carried over	247·94	502·80	Carried over		341·80 / 247·94

* Although for convenience classed amongst State railways, the Company's section of

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction	REMARKS.
The line is laid partly with iron rails 40lb. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sâl and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank opposite Barh to Durbhunga in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *viâ* Bajitpur and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. With the opening of the section from Pratápganj to Khanwa ghât the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharághât on the Kosi branch of the Eastern Bengal railway.
The Bairagnia branch is laid with second-hand iron rails 60lb. to the yard, received from the North Western State railway, the sleepers used being of pynkado wood from Burma.	
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee. The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.

this line is the property of the Bengal and North-Western Railway Company.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XXXVIII	**Bengal and North-Western**—*concld.*	Miles.	Miles.			Miles.
	Brought forward	247·94	502·80	Brought forward		341·80 247·94
	COMPANY'S SECTION—*concld.*			*Branches*—		
	Branches—			*Uska bazar branch*—		
	Gorakhpur to Uska bazar (*Uska bazar branch*)	39·58		Gorakhpur to Uska bazar	15-12-86	39·58
	Mankapur to Naipálganj road (*Naipálganj road branch*)	88·98		*Naipálganj road branch*—		
	Chupra to Revelganj (*Revelganj branch*)	7·69		Mankapur to Bahraich	2-4-84	55·00
	Gonda to Gogra ghât (*Bahramghat branch*)	31·00		Bahraich to Naipálganj road	15-12-86	33·98
	Jarhwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (*Burhwal branch*)	9·30				88·98
	Gonda *viâ* Bálrampur to Tulsipur (*Tulsipur branch*)	42·00		*Revelganj branch*—		
	Nánpára to Katarnian ghât (*Katarnian ghât branch*)	42·08		Chupra to Revelganj—		
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*)	29·91		For goods traffic	15-4-91	7·69
	Gogra-Ganges Doab lines—			For passenger traffic	15-5-91	
	Turtipur to Benares	83·20		*Bahramghat branch*—		
	Mau to Azamgarh	27·00		Gonda to Colonelganj—		
	Mau *viâ* Ballia to Revelganj	71·32		For goods traffic	29-10-91	17·75
	(Aunrihar to Gházipur)	29·00		For passenger traffic	1-2-92	
		501·06		Colonelganj to Gogra ghât	1-2-92	13·25
			749·00			31·00
				Burhwal branch—		
				Jarwal Road to west bank Gogra river, at Ganeshpur (Bahramghat)	18-12-96	5·28
				Ganeshpur (Bahramghat) to Burhwal	24-11-96	4·02
						9·30
				Tulsipur branch—		
				Gonda to Balrampur	15-12-96	22·00
				Katarnian ghât branch—		
				Nanpara to Jangal Motipur	15-12-96	15·00
				Turtipur branch—		
				Bhatni to Bhagalpur (Turtipur)	15-12-96	17·14
				Total Company's section		478·63
	TOTAL		1,251·80	TOTAL OPEN MILEAGE		820·43

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid with 41¼lb. steel rails on sleepers of sâl and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. On this line (including the Tirhoot section), there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.	On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch 36 miles from Gorakhpur to Bánsi. During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889. The construction of the Bahramghat branch was sanctioned in November 1889. The temporary bridge over the Gogra is 1,400 feet in length, of which 400 feet consist of floating bridges and the remainder of 20-feet girder spans supported on wooden piers. It is taken up during the rains and reconstructed annually after the rains. Communication across the Ganges between Digha ghât station of the East Indian railway and Paleza ghât station of the Bengal and North-Western railway is maintained by means of a steam ferry. The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways. The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895. The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XXXIX	**Lucknow-Bareilly section (Rohilkund and Kumaon)—**			*Main line—*	
	Main line—			Lucknow to Sitapur .	15-11-86 55·00
	Lucknow (209 miles from Moghal Sarai on the Oudh and Rohilkhand State railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) .	198·55		Sitapur to Lakhímpur .	15-4-87 28·50
	Bareilly grain siding	1·75		Lakhímpur to Gola Gokaran Náth	15-12-87 21·50
			200·30	Gola Gokaran Náth to Pilibhit	1-4-91 57·55
				Pilibhit to Bhojeepura .	15-11-84 24·00
				Bhojeepura to Bareilly .	12-10-84 12·00
				Bareilly grain siding—	
				For goods traffic . .	1-4-94 1·75
				Dudhwa branch—	
	Dudhwa branch—			Mailáni to Sárda . .	1-1-93 15·00
	Mailáni (118 miles from Lucknow) to Dudhwa	26·00		Sárda to Sohela—	
	Dudhwa to Sonaripur . . .	4·87		For goods traffic . .	10-3-93 8·50
			30·87	Sohela to Sonaripur—	
				For goods traffic . .	18-3-94 7·37
	TOTAL .		231·17	TOTAL OPEN MILEAGE	231·17
XL	**Rajputana-Malwa—**			Jumna east bank to Agra cantonment . .	1-1-76 3·07*
	STANDARD GAUGE.			RAJPUTANA SECTION.	
	Junction of East Indian railway, Agra, (Jumna east bank) to the limit of Agra Cantonment .		3·07*	*Main line—*	
				Delhi to Rewári—	
	METRE GAUGE.			For salt traffic only .	14-2-73 }
	RAJPUTANA SECTION.			For passenger traffic .	1-7-73 } 51·25
	Main line—			Rewári to Ulwur . .	15-9-74 46·25
	Delhi to Bándikui (Junction with the Agra branch) .	135·25		Ulwur to Bándikui . .	7-12-74 37·75
	Bándikui to Ajmere . .	139·75		Bándikui to Dausa . .	20-4-74 17·75
				Dausa to Jeypore . .	12-10-74 38·00
	Ajmere, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway	304·75		Jeypore to Phulera . .	1-3-75 34·25
			579·75	Phulera to Ajmere . .	1-8-75 49·75
				Ajmere to Beáwar . .	15-5-78 32·25
				Beáwar to Haripúr .	12-8-79 21·00
				Haripúr to Sojat road .	20-10-80 20·50
				Sojat road to Pálanpur .	1-1-81 148·00
				Pálanpur to Ahmedabad .	15-11-79 83·00
					579·75
	Carried over .		579·75	Carried over .	579·75

* These 3·07 miles are laid on both the standard and metr gauges, except on the Jumna bridge where a mixed gauge is laid.

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41¼lb. steel rails on sâl, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. It is fenced only for the first 4·50 miles from Bareilly. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below: $\frac{1}{51}$ to $\frac{1}{80}$ . . . . 1·57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 „ A curve under a radius of 1,000 feet occurs between Lucknow junction and Lucknow City, the length of which is 0·63 mile.	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently reopened on the 25th October 1891. A grain siding, 1·75 miles long, to Bareilly City, was sanctioned for construction on the 24th March 1892. It was opened for goods traffic on and from the 1st April 1894. The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The pontoon bridge was opened for public traffic for the current season on the 17th December 1896. The Lucknow-Gola Gokaran Náth section and the Pilibhit-Bareilly section, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36lb. and 40lb. to the yard, laid on transverse deodar and creosoted pine sleepers. The 36lb. iron rails have nearly all been replaced by 41¼lb. steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50 lb. section, which has already been used in relaying 4·12 miles of the length between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follow: *Dates for survey.* Delhi and Agra to Nusseerabad . . . 17-5-69 Ajmere to Ahmedabad . . . . 1-11-72 Khandwa to Indore . . . . . 8-4-70 Indore to Neemuch . . . . . 6-3-71 Neemuch to Nusseerabad . . . . 3-11-71 Rewári to Hissar . . . . . 10-3-81 Hissar to Ferozepore 13-9-81

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.	
XL	**Rajputana-Malwa**—*continued.*		Miles.	Miles.		Miles.
	Brought forward		579·75		Brought forward	579·75
	RAJPUTANA SECTION—*concld.*				RAJPUTANA SECTION—*concld.*	
	Branches—				*Farukhnagar salt branch*—	
	Garhi Harsaru junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*)	7·75			For salt traffic only . 14-2-73 For passenger traffic . 1-7-73	7·75
	Bándikui to Agra fort (*Agra branch*)	94·64*			*Agra branch*—	
	Agra fort to Jumna east bank	1·50			Bándikui to Bhurtpore . 20-4-74	60·50
	Phulera junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50			Bhurtpore to Agra fort— For goods traffic . 11-8-73 For passenger traffic . 20-10-73	34·14
	Extension of Sámbhar branch to Japog	4·50			Agra fort to Jumna east bank 1-1-76	1·50
	Extension of Sámbhar branch across the lake to Gudha, and thence *viâ* Kuchámán Road to Jhowra	17·00			Sámbhar lake salt branch 1-3-75	4·50
	Kankaroola siding	1·25			Japog extension . . Oct. 76	4·50
	Additional salt sidings in the Sámbhar lake	5·02			Extension of Sámbhar branch to Jhowra . . 20-12-79	17·00
			135·02		Kankaroola siding . . 15-2-81	1·25
				715·91	Additional salt sidings in the Sámbhar lake . . 1-9-91	5·02
						135·02
					Total Rajputana section	715·91
	MALWA SECTION.				DOUBLE-RAJPUTANA SECTION.	
	Main line—				*Agra branch*—	
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore	86·94			Agra fort to Agra Cantonment— For goods traffic . 11-8-73 For passenger traffic . 20-10-73	1·14
	Indore, *viâ* Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch	156·48			MALWA SECTION.	
	Neemuch to Ajmere	148·85			*Main line*—	
			392·27		Khandwa to Sanáwad . 1-2-74	34·25
					Sanáwad to Mortakka . 1-4-74	3·50
					Mortakka to Choral . 20-1-75	20·50
					Choral to Mhow . . 1-1-78	15·69
					Mhow to Indore . . 3-8-76	13·00
					Nerbudda bridge . . 5-10-76	...
					Indore to Fatehabad . 3-8-76	25·23
					Fatehabad junction to Rutlam . . 11-7-78	48·75
					Rutlam to Jaora . . 25-2-80	20·50
					Jaora to Mandsaur . 8-4-80	31·75
					Mandsaur to Neemuch . 2-7-80	30·25
					Neemuch to Nímbahera . 10-3-81	16·40
					Nímbahera to Chítorgarh 19-3-81	17·65
					Chítorgarh to Nusseerabad 1-12-81	100·65
					Nusseerabad to Ajmere . 14-2-76	14·15
						392·27
	Ujjain branch—				*Ujjain branch*—	
	Fatehabad junction (24·50 miles from Indore) to Ujjain	12·00			Fatehabad to Ujjain . . 3-8-76	12·00
	Extension of Ujjain branch across the Sipra river to Ujjain city	2·25			Ujjain branch extension across the Sipra river to Ujjain city 1-3-84	2·25
			14·25			14·25
				406·52	*Total Malwa section*	406·52
	Carried over			1,122·43	Carried over	1,122·43

* Of this length, 1·14 miles are double.

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively. The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmere. The total length of line fenced on the Rajputana section is 650·75 miles, or three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:	*Dates for construction.* Delhi-Rewári section and Salt branch . . 1-3-70 Rewári to Bándikui . . . . . 14-8-72 Agra to Phulera . . . . . 20-10-71 Phulera to Sámbhar . . . . . 8-4-73 Phulera to Ajmere . . . . . 9-4-73 Ajmere to Nusseerabad . . . . 14-4-74 Sámbhar to Japog . . . . . 14-7-75 Ajmere to Nusseerabad . . . . 4-9-76 Sámbhar extension to Jhowra and extension of Japog siding . . . . . 15-5-78 Khandwa to Indore . . . . . 8-1-72 Indore to Rutlam, with branch to Ujjain . 29-10-73 Rutlam to Neemuch . . . . . 5-10-77 Neemuch to Nusseerabad . . . . 30-4-79 Rewári to Hissar . . . . . 13-9-81 Hissar to Ferozepore . . . . . 8-10-82 Extension of Ujjain branch to Ujjain City . 6-12-82 The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

SECTION OF LINE.	LENGTH OF GRADIENT: 1/100	CURVES UNDER A RADIUS OF 1,000 FEET. Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmere station-yard . . .	0·34	...	...
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.
418·75 „ „ .	...	0·09	716 feet.
458·25 „ „ .	...	0·19	955 „
Agra branch—			
West end of Jumna bridge . . .	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru .	2·60	...	...
Miles 7·35 „ „ .	...	0·21	700 feet.

The ruling gradient on the Delhi-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.
The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.
With the exception of the bridging, the works on the Sindia-Neemuch section are light.
The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge.
The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.
The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:

SECTION OF LINE.	LENGTH OF GRADIENTS. 1/150	1/80	1/100	CURVES UNDER A RADIUS OF 1,000 FEET. Length.	Radii.
Main line—	Miles.	Mile.	Miles.	Miles.	
Between 322 and 323 miles from Ajmere	...	...	0·59	...	...
„ 323 and 326·66 „ „	3·43	...	...	...	...
„ 326·66 and 326·86 „ „	...	0·20	...	...	...
„ 326·86 and 386 „ „	...	...	15·20	...	...
„ 323 and 342 „ „	...	...	...	3·68	Varying from 600 feet to 900 feet.
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad . . .	...	...	...	0·31	955 feet.

The ruling grade on the Khandwa-Ajmere section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·4 miles in length, respectively.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.
The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XL	**Rajputana-Malwa**—*concld.*		Miles.	Miles.			Miles.
	Brought forward			1,122·43	Brought forward		1,122·43
	CAWNPORE-ACHNERA SECTION.				CAWNPORE-ACHNERA SECTION.		
	Main line—				*Main line*—		
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·00			Cawnpore to Kanauj	15-12-80	49·50
	Farukhabad to Háthras Road junction	101·00			Kanauj to Farukhabad	1-2-81	36·50
	Háthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00			Farukhabad to Kásganj	14-4-84	67·00
	Jumna bridge and approaches	1·00			Kásganj to Háthras	1-7-84	34·00
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	22·33			Háthras to Muttra	19-10-75	29·00
			239·33		Jumna bridge	1-7-84	1·00
					Muttra to Achnera	7-11-81	22·33
							239·33
	Branches—				*Branches*—		
	Mandhana to Brahmávart (*Brahmávart branch*)	5·00			Brahmávart branch	10-11-85	5·00
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00			Soron branch	4-1-85	9·00
	Muttra to Brindaban (*Brindaban branch*)	7·32			Brindaban branch	26-8-89	7·32
			21·32				21·32
				260·65	*Total Cawnpore-Achnera section*		260·65
	REWÁRI-FEROZEPORE RAILWAY.				REWARI-FEROZEPORE RAILWAY.		
	Main line—				*Main line*—		
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Faridkot) to Ferozepore	240·85			Rewári to Hissar—		
					For goods traffic	20-3-83	89·00
					For passenger traffic	1-5-83	
					Hissar to Sirsa—		
					For goods traffic	1-1-84	50·50
					For passenger traffic	1-3-84	
					Sirsa to Ferozepore	1-10-84	101·35
							240·85
	Fázilka branch—				*Fázilka branch*—		
	Kot Kapúra (212·50 miles from Rewári) to Fázilka	50·00			Kot Kapúra to Fázilka	1-1-85	50·00
				290·85	*Total Rewári-Ferozepore railway*		290·85
	TOTAL			1,673·93	TOTAL OPEN MILEAGE		1,673·93
XLI	**Pálanpur-Deesa**—				Pálanpur to Deesa—		
	Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa			17·28	For goods traffic	8-11-93	17·28
					For passenger traffic	25-11-93	

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard. The line from Farukhabad to Háthras Road has been laid with 41¼lb. Bessemer steel rails. The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41¼lb. steel rails. The bridge over the Jumna consists of 7 spans of 150 feet on stone piers. The Muttra-Achnera section has been laid with steel rails 41¼lb. to the yard. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations. The ruling gradient on the Brahmávart branch is 1 in 150 and aggregates 0·38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878. The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882. The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881. The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883. The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878. The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land, construction work was not commenced till October 1888. The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.
No engineering difficulties were encountered on the Rewári-Ferozepore line. The rails are mainly of steel, 41¼lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 66 miles of main line and at stations. The Fázilka branch is laid with 41¼lb. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering. The line is unfenced, except at stations. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885 to the 30th June 1900. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.
This line is constructed for a single track with substructure suitable for standard gauge. The rails are steel, 41¼lb. to the yard, laid on metal sleepers, except for about 0·75 of a mile where iron rails are used. The line traverses an easy country, and there have been no engineering difficulties. The ballast used is sand with a 6-inch covering of broken stone. The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.	The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Total. mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLII	**Southern Mahratta—**			
	Main line—		*Main line—*	
	Portuguese frontier near Dhárwár *viâ* Guntakal and Nandyál to Tadêpalli . . .	509·97	Frontier to Castle Rock . 3-2-88	3·63
			Castle Rock to Deuli . . 15-6-87	2·75
			Deuli to Dhárwár . . 24-1-87	56·00
			Dhárwár to Hospet . . 1-7-85	101·25
			Hospet to Bellary . . 24-3-84	40·51
			Bellary to Guntakal . . 16-5-87	29·99
			Guntakal to Nandyál . . 11-7-87	90·25
			Nandyál to Cumbum . . 15-6-90	63·18
			Cumbum to Tadêpalli . 3-10-89	122·41
				509·97
	Branches—		*Harihar branch—*	
	Hubli to Harihar (*Harihar branch*)	81·00	Hubli to Harihar (temporary station) . . . 18-10-86	81·00
			Temporary station to permanent station . . 21-2-89	
			Bijápur branch—	
	Gadag to Hotgi (*Bijápur branch*)	173·08	Gadag to Hotgi—	
			For goods traffic . . 1-8-84	173·08
			For passenger traffic . 15-9-84	
			Poona branch—	
	Londa to Poona (*Poona branch*)	277·99	Londa to Belgaum . . 21-3-87	33·00
			Belgaum to Miraj . . 22-12-87	85·01
			Miraj to Koregaon . 2-5-87	76·00
			Koregaon to Ghorpuri . 18-11-86	83·07
			Ghorpuri to Poona . 4-10-90	0·91
				277·99
	Carried over .	1,042·04	Carried over .	1,042·04

D—*continued.*

progress on the 31st March 1897.

WORKED BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb. rails. The line is only partially fenced. The following are the large girder bridges :	The line from Hotgi *viâ* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881 ; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company. The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887. The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.

	Spans.	Feet.
Main line—		
Hagari	34 of	64
Tungbhadra	38 „	60
Burra Nalla	10 „	60
Banni Nalla	9 „	60
Kondia	9 „	60
Dorapillay	2 „	40
	1 „	20
	1 „	100
Doratangi	3 „	100
Dorabhani	2 „	150
	1 „	250
	1 „	66½
Budicherla	6 „	66½
Gundlacama	11 „	60
Mile 205	8 „	40
Colair	8 „	40
Harihar branch—		
Wardha	15 „	60
Tungbhadra	16 „	60
Bijápur branch—		
Bhima	14 „	150
Gunki	8 „	40
Don	8 „	100
Kistna	21 „	150
Malprabha	12 „	100
Poona branch—		
Nira	12 „	50
Yerla	10 „	60
Kistna	14 „	150
Jagnoor	11 „	30
Ghatprabha	45 „	40
Márkándyae	5 „	60
Malprabha	1 „	100
	3 „	40
	5 „	20

Main line—

The following are the tunnels and covered ways on this line :

Bear's rock	581 feet.
Castle rock	1,356 „
Covered way	312 „
Nulla-Mulla hills	1,569 „

The Ghât incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.

The maximum gradient on the Ghât incline is 1 in 40 and on the rest of the line 1 in 100.

On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.

Poona branch—

The following are the tunnels and covered ways on this line :

Covered way at mile 265½	566 feet.
Tunnel No. 1 „ 264¼	545 „
„ „ 2 „ 259½	611 „
„ „ 3 „ 214¼	503 „

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLII	**Southern Mahratta**—*concld.*			
	Brought forward .	1,042·04	Brought forward .	1,042·04
	TOTAL .	1,042·04	TOTAL OPEN MILEAGE .	1,042·04
	Guntakal-Mysore frontier—		Guntakal to Dharmavaram—	
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	For goods traffic . . 1-3-92 } For passenger traffic . . 1-6-92 }	62·95
			Dharmavaram to Hindúpur . 23-4-93	49·28
			Hindúpur to Mysore frontier 17-9-93	7·27
			TOTAL OPEN MILEAGE .	119·50
XLIV	**Mysore section (Southern Mahratta)**—			
	Mysore *vid* Bangalore to Gubbi .	139·75	Mysore to Mandya . . 25-2-82	27·75
	Gubbi to Harihar . . .	156·25	Mandya to Channapatna . 20-3-81	23·25
			Channapatna to Bangalore . 1-2-81	34·75
			Bangalore to Tumkur . . 11-8-84	43·00
			Tumkur to Gubbi . . 26-12-84	11·00
			Gubbi to Birur . . . 12-8-89	76·57
			Birur to Harihar . . 21-2-89	79·68
	TOTAL .	296·00	TOTAL OPEN MILEAGE .	296·00

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge

Details of construction.	REMARKS.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{50}$ and less.*	$\frac{1}{81}$ to $\frac{1}{100}$ *	Length.	Radii.
MAIN LINE—	Miles.	Miles.	Miles.	
Between miles 0 and 3	2·96	...	...	...
,, ,, 3½ and 508¼	...	132·6	...	...
,, ,, 0 and 5	...	...	2·11	800 feet.
,, ,, 234 and 483	...	...	11·98	Varying from 603 feet to 955 feet.
POONA BRANCH—				
Between miles 1 and 276¼	...	108·73	...	...
,, ,, 21½ and 21¾	...	...	0·17	955 feet.
,, ,, 210 and 277¼	...	...	10·06	Varying from 600 feet to 907 feet.
HARIHAR BRANCH—				
Between miles 0 and 80	...	28·08	...	...
BIJÁPUR BRANCH—				
Between miles 0 and 165¾	...	53·74	...	...

On the Guntakal-Dharmavaram section, the permanent-way consists of 41½lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:

	Spans.	Feet.
Pennér	11 of	150
Thada Kalairu	8 ,,	64
Penna Mairu	14 ,,	64

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{50}$ & less.	$\frac{1}{81}$ to $\frac{1}{100}$ †	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 112¾	...	26·5	...	...
,, 63	...	...	0·07	600 feet.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893.

The line is worked by the Southern Mahratta railway on the same percentage of its gross earnings as obtains on the company's whole system for the time being.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41½lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{50}$ & less	$\frac{1}{81}$ to $\frac{1}{80}$ ‡	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 296	...	...	120·52	...	...
,, ,, 210 and 296	...	45·41	...	...	...
,, ,, 210¾ and 293¾	...	...	...	5·02	Varying from 660 feet to 990 feet.

The dates of orders for survey and construction of the Mysore railway are as follow:

Date for survey.	*Dates for construction.*
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

* Ruling gradient 1 in 40 between miles 0 and 3 on the ghats, the rest of the line is on a ruling gradient of 1 in 100.
† ,, ,, 1 in 100 throughout
‡ ,, ,, 1 in 70. ,,

APPENDIX

Railways constructed and in

Metre gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XLV	**South Indian—**	Miles.	Miles.		Miles.
	MADRAS-TUTICORIN SECTION—			MADRAS-TUTICORIN SECTION—	
	Main line—			*Main line—*	
	Madras (Park) to Tuticorin .	443·99		Madras (Park) to Tindivanam . . . 1-9-76	75·94
				Tindivanam to Cuddalore . 1-1-77	52·00
				Cuddalore to Porto Novo . 1-7-77	17·14
				Porto Novo to Chidambaram 1-10-78	6·72
				Chidambaram to Coleroon . 1-7-79	4·60
				Coleroon to Shiyali . . 1-1-78	6·01
				Shiyali to Máyavaram . 1-7-77	12·20
				Máyavaram to Tanjore . 15-2-77	43·75
				Tanjore to Trichinopoly junction . . . 11-3-62	31·04
				Trichinopoly junction to Madura . . . 1-9-75	95·94
				Madura to Tuticorin . . 1-1-76	98·65
					443·99
	Branches—			*Branches—*	
	Madras (Park) to Beach .	1·74		Madras (Park) to Beach . 1-1-79	1·74
				Arkonam branch—	
	Chingleput (35·25 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*)	39·18		Chingleput to Wálajábád . 1-8-80	13·64
				Wálajábád to Conjeeveram 1-1-81	7·92
				Conjeeveram to Arkonam . 8-5-65	17·62
					39·18
				Pondicherry branch—	
	Villupuram (99·05 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*)	16·26		Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . . 16-12-79	16·26
				Negapatam branch—	
	Tanjore (218·36 miles from Madras) to Negapatam (*Negapatam branch*)	48·23		Tanjore to Tiruvallúr . 2-12-61	33·68
				Tiruvallúr to Negapatam . 15-7-61	14·55
					48·23
				Erode branch—	
	Trichinopoly (249·40 miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*) . . .	87·18		Trichinopoly junction to fort 11-3-62	2·54
				Trichinopoly fort to Karúr 3-12-66	44·58
				Karúr to Kodumudi . . 1-7-67	16·70
				Kodumudi to Erode . . 1-1-68	23·36
					87·18
	Maniyáchi (425·50 miles from Madras) to Tinnevelly (*Tinnevelly branch*) . . .	18·10		*Tinnevelly branch—*	
				Maniyáchi to Tinnevelly . 1-1-76	18·10
		210·69	654·68	*Total Madras-Tuticorin section* . . .	654·68
	Carried over . .		654·68	Carried over	654·68

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. On the old line between Negapatam and Erode the rails, weighing 68lb. to the yard, are laid partly on iron pots and partly on wooden sleepers. About 10·96 miles of the Negapatam branch have been renewed with 50lb. bull-headed rails on cast-iron pot sleepers; and on the Arkonam-Conjeeveram line, 18·13 miles in length, the rails, weighing 35½lb. to the yard, have also been renewed with 50lb. bull-headed rails. The remainder of the system, which was laid with 40·3lb. iron and 41½lb. steel rails on creosoted pine sleepers, is being gradually renewed with 50lb. bull-headed rails on cast-iron pot sleepers, 438·23 miles having been laid on the main line up to the 31st March 1897. The Madras-Tuticorin section is wholly fenced.	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge. The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Taniore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode, and Tinnevelly. The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. The estimate for the Villupuram-Gingee river section was sanctioned in May 1879. Six of the seven girders on the Gingee bridge of 150-feet span were washed into the bed of the river by the floods of December 1884. The brickwork was uninjured and the bridge was reopened for traffic in September 1886.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XLV	**South Indian**—*concld.*					
	Brought forward		654·68	Brought forward		654·68
	VILLUPURAM-DHARMAVARAM SECTION—			VILLUPURAM-DHARMAVARAM SECTION—		
	Main line—			*Main line*—		
	Villupuram (99·05 miles from Madras on the South Indian railway) to Dharmavaram (378·28 miles from Madras on the South Indian railway)	279·23		Villupuram to Tiruvannámalai	17-11-90	41·80
				Tiruvannámalai to Pákala	18-3-91	96·55
				Pákala to Váyalpád	1-1-92	46·69
				Váyalpád to Dharmavaram—		
				For goods traffic	1-3-92	94·19
				For passenger traffic	20-3-92	
						292·3
	Branch—			*Nellore branch*—		
	Pákala to Nellore (*Nellore branch*)	107·68	386·91	Pákala to Tirupati	18-3-91	25·06
				Tirupati to Nellore	13-9-87	82·62
						107·68
				Total Villupuram-Dharmavaram section		386·91
	TOTAL		1,041·59	TOTAL OPEN MILEAGE		1,041·59
XLVI	**Máyavaram-Mutupet**—					
	Máyavaram (174·61 miles from Madras on the South Indian railway) to Mutupet		53·99	Máyavaram to Mutupet	2-4-94	53·99

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the water-ways are considerable and include bridges over the Cheyár Palar and Chitrávati rivers. The rails are of steel, flat-footed, 41¼lb. to the yard (except for 17·40 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are being laid in sidings. The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92. On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of water-way. The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-footed, 41¼lb. to the yard, laid partly on Denham-Olphert's sleepers, and partly on wrought-steel trough or pea-pod sleepers. The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta. The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:	This line is required for famine protection purposes of certain districts which suffered severely in 1876-78. The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 24·24 miles, is under conversion to the standard gauge and will eventually form part of the Ennur-Bezwada section of the Bezwada-Madras railway. On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway. The South Indian Railway Company works, under agreement, the portion (7·80 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.

SECTION OF LINE.	Lengths of gradients ($\frac{1}{81}$ to $\frac{1}{100}$).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
„ 314·96 „ 321·57 „ „	3·58	...
ARKONAM BRANCH—		
Between 56·90 and 57·10 miles from Madras	...	0·20
„ 73·59 „ 74·15 „ „	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 „ „	1·73	...
„ 323·62 „ 331·27 „ „	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
„ 134·66 „ 145·91 „ „	2·33	...
„ 162·24 „ 369·84 „ „	88·94	...
„ 198·49 „ 198·79 „ „	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
„ 288·96 „ 310·98 „ „	1·43	...

The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second-hand 40lb. flat-footed iron and 41¼lb. steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds. The railway crosses the Negapatam branch of the South Indian railway at Tiruvallúr. The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888. The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XLVII	**Assam-Bengal—**				
	Main line—			*Main line—*	
	Chittagong to Makum	577·73		Chittagong Port to Chittagong—	
	Chittagong to Chittagong Port	1·87		For goods traffic . . 3-11-95	1·87
		579·60		Chittagong to Feni . . 1-7-95	56·90
				Feni to Comilla—	
				For goods traffic . 1-7-95 }	39·10
				For passenger traffic . 15-9-95 }	
				Comilla to Akhaura—	
				For goods traffic . . 1-1-96 }	29·41
				For passenger traffic . 1-2-96 }	
	Branches—			Akhaura to Karimganj—	
				For goods traffic . . 4-12-96 }	115·00
	Láksám to Chandpur . . .	31·62		For passenger traffic . 1-1-97 }	
	Badarpur to Silchar . . .	18·62		Karimganj to Badarpur—	
	Lumding to Gauháti . . .	112·36		For goods traffic . . 4-12-96	12·00
			742·20		254·28
				Branches—	
				Láksám to Chandpur—	
				For goods traffic . . 1-7-95 }	31·62
				For passenger traffic . 15-9-95 }	
				Gauháti to Jamuna Mukh . 1-1-97	74·73
				TOTAL OPEN MILEAGE .	360·63

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers. Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 2 land spans of 60 feet, with two arches of 16 feet each. Section III, which includes the main line from Lumding to Makum junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing. The line, where already laid, is for a single track with 50lb. rails on sál and pynkado sleepers, and this will be done on the rest of the line. On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet. On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. Section I. The earthwork and bridging are practically completed on this section, with the exception of the portion of the line from Karimganj to Badarpur and the Silchar branch, and fencing is well in hand. Arrangements are being made for the erection of permanent staff quarters, Head office buildings, and station building at Chittagong. Sufficient rolling-stock for the present requirements of the line has been erected at Chittagong. Section II. Earthwork and bridging on the 8th, 9th and 11th divisions is well in hand, and arrangements are being made to start work on the 10th division. The foundations of the Barrack bridge (8th division) are completed, the 2 abutments are nearly to girder bed level and the piers both above level of high flood. The Heading of tunnel No. 1, 8th division (720 feet long), is through and about 217 feet of lining has been completed; tunnels No. 2, *2b*, and *c* are well in hand, but on the other tunnels of this section but little work has been done. The rails are laid to tunnel No. 1. It is hoped that some plate-laying will be done on the 11th division during the coming rains so as to expedite the approach of the northern rail-head up to the mahur saddle. On Section III the earthwork and bridging on two divisions of the Gauhati branch is completed, and the line is open for 74·73 miles. Station buildings have also been erected. Rail-head at the end of March 1897. had reached mile 98·66 from Gauhati. On the 14th division the earthwork and bridging is well in hand. On the 15th division but little work except jungle clearing has been done, as this portion of the line passes through the densest part of the Nambor Forest and there is practically no local labour procurable. On the 16th and 17th divisions fair progress has been made in earthwork and the bridging has been well started. Rolling-stock for the present local requirements has been erected at Gauhati.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{70}$ and less.	$\frac{1}{71}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2·72	6·99	4·24	Varying from 573 feet to 955 feet.
9th „	9·68	5·22	3·55	9·96	
10th „	0·05	11·85	4·38	9·46	
11th „	...	10·45	4·48	9·75	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XLVIII	Burma— Miles.	Miles.	Miles.
	Irrawaddy line—		*Irrawaddy line—*
	Rangoon to Prome	161·00	Rangoon to Prome . . 2-5-77 161·00
	Sittang line—		*Sittang line—*
	Rangoon to Toungoo . . .	166·00	Rangoon to Pegu—
			For goods traffic . . 4-2-84 } 46·25
			For passenger traffic . 26-2-84 }
			Pegu to Pyuntaza—
			For goods traffic . . 4-2-84 } 41·75
			For passenger traffic . 10-7-84 }
			Pyuntaza to Nyaunglebin—
			For goods traffic . . 4-2-84 } 5·00
			For passenger traffic . 1-8-84 }
			Nyaunglebin to Toungoo . 1-7-85 73·00
			Total Sittang line . 166·00
	Suburban lines	9·00	*Suburban lines—*
			For goods traffic . { 1-3-80 6·00 / 15-7-90 3·00
			Total Suburban lines . 9·00
			Mandalay line—
	Mandalay line—		*Main line—*
	Main line—		Toungoo to Thawutti—
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay . 220·00		For goods traffic . . 1-5-88 } 44·00
			For passenger traffic . 11-7-88 }
			Thawutti to Pyinmana—
			For goods traffic . . 1-5-88 } 15·00
			For passenger traffic . 26-9-88 }
			Pyinmana to Yaméthin—
			For goods traffic . .15-11-88 } 49·00
			For passenger traffic . 1-3-89 }
			Yaméthin to Mandalay . 1-3-89 112·00
			220·00
	Branches—		*Branches—*
	Meiktila road to Meiktila Cantonment (*Meiktila branch*) . . 12·89		*Meiktila branch—*
			Meiktila road to Meiktila Cantonment . . 10-5-93 12·89
	Mandalay to Mandalay shore (*Mandalay shore branch*) . . . 2·50		*Mandalay shore branch—*
		235·39	Mandalay to Mandalay shore—
			For goods traffic . April 1889 2·50
			Total Mandalay line . 235·39
	Mu Valley line—		*Mu Valley line—*
	Main line—		*Main line—*
	Sagaing (on the right bank of the Irrawaddy) to Myitkyina . 331·66		Sagaing to Shwebo . 1-7-91 53·05
			Shwebo to Wuntho—
			For goods traffic . . 4-4-92 } 99·46
			For passenger traffic . 15-3-93 }
			Wuntho to Nankan . 1-11-94 15·46
			Nankan to Mohnyin .21-10-95 74·35
			Mohnyin to Mogaung—
			For goods traffic . 1-3-96 52·34
			294·66
	Carried over . 331·66	571·39	Carried over . { 571·39 / 294·66

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 90 miles, 41¼lb. steel for 29 miles and 40lb. iron for 33 miles.	The dates of orders for survey and construction are as follows:
The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.	
The Sittang line is laid with steel rails, 50lb. to the yard, from Pozondoung to Pymlonji (62 miles), the remaining 104 miles being laid with rails, 41¼lb. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of waterway provided against 8,165 lineal feet on the Irrawaddy line.	
The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel.	The orders for the survey were issued in March 1886.
The ballast on the first 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone.	The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.
Bridges—	
Swa river . . . . . 3 of 100; 1 „ 40	
Nagalike . . . . . 3 „ 100; 2 „ 40	
Sinthe . . . . . 4 „ 100	
Pyawbwè . . . . . 4 „ 100	
Samôn . . . . . 1 „ 150; 2 „ 40	
Panloung . . . . . 5 „ 60	
Myitngè . . . . . 4 „ 150; 2 „ 40	
There are several other bridges with water-ways up to 200 lineal feet.	
All girder bridges are provided with floors and hand rails for military purposes.	
There are no great engineering difficulties, but much of the line passes through thick jungle.	
The line from Prome to Mandalay is fenced.	
The earthwork on the Meiktila branch was carried out as a famine relief work, the bridging, which is very light, being chiefly of timber. The permanent-way consists of second-hand iron rails, 40lb. to the yard, selected from the Irrawaddy section, and the sleepers are of pynkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.
	An extension of this branch to Myingyan has been surveyed, the total length from Meiktila being 68 miles; this is in substitution of the line previously proposed from Samôn to Myingyan. The revised estimates have been received, and the earthwork is being done as a famine relief work.
On the Mu Valley line 315 miles of rails are laid and 257 miles of track fully ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations.	The construction of the main line, Sagaing to Kawlin, and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.
The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3·08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankan-Mohnyin section, 3,790 feet long.	The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.

Dates for survey.		*Dates for construction.*
Rangoon to Prome	16-10-69	25-9-74
Rangoon to Toungoo	17-8-74	23-5-81

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XLVIII	Burma—*concld.*				
	Brought forward	331·66	571·39	Brought forward	571·39 / 294·66
	Branches—			*Branches*—	
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagai (*Myohaung branch*)	6·00		*Myohaung branch*— Myohaung to Amarapura shore— For goods traffic 22-11-91 / For passenger traffic 22-2-92	6·00
	Naba on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*)	14·40		*Katha branch*— Nahakaung to Katha 2-10-95	14·40
			352·06	*Total Mu Valley line*	315·06
				DOUBLE—	
				Irrawaddy line—	
				Rangoon to Kemmendine 30-10-89	3·50
				Kemmendine to Insein 10-1-90	5·50
					9·00
	Mandalay-Kunlon section—				
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river		230·72		
	TOTAL		1,154·17	TOTAL OPEN MILEAGE	886·45
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)		7,623·67		6,543·01

D—*continued.*

progress on the 31st March 1897.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way on the Mogaung-Myitkyina section will consist of 41¼lb. flat-footed steel rails laid on wooden sleepers. The ruling gradient will be 1 in 75 and the sharpest curve 1,146 feet in radius. The Mandalay-Kunlon line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of teak, pynkado, ingyin, theya or oak, and average 2,200 to the mile. It is a mountain railway with a ruling gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult. The works and bridging generally are light for a mountain railway, with the exception of 1½ miles of very heavy work on the Maymyo Ghât, and a long, high viaduct and tunnel at the Gokteik gorge. The exact details of these works are not yet settled, pending results of a survey now being carried out. Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves. The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:	The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively. Orders were given for the construction of the line in October 1895. The working and construction of the Burma railways was made over to a company from the 1st September 1896.

SECTION.	GRADIENTS.			CURVES.	
	1/25	1/40 to 1/25	1/100	Length.	Radius.
Mandalay (Myohaung)-Salween—Mile 0 to 230·72 . .	Miles. 11·36	Miles. 102·22	Miles. 18·32	Miles. 51·45	Varying from 350 feet to 955 feet.

The 11·36 miles of 1 in 25 gradients are on the Maymyo Ghât.
Wooden bridging will be used largely on the easier and flatter portions of the line.
The line will not be fenced.

ROYAL ASIATIC

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		Miles.
XLIX	Eastern Bengal—		Miles.	Miles.	NORTHERN SECTION—		
	NORTHERN SECTION—				*Main line*—		
	Main line—				Sára to Atrai	19-1-78	38·75
	Sára ghât to Párbatipur junction	111·25			Atrai to Jalpáiguri	28-8-77	134·25
	Párbatipur junction to Siliguri	84·75			Jalpáiguri to Siliguri—		
			196·00		For goods traffic	10-6-78	23·00
					For general traffic	1-11-78	
							196·00
	Branches—				*Rungpore branch*—		
	Párbatipur junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)		34·00		Párbatipur junction to Shámpur	19-5-78	15·25
					Shámpur to Rungpore	2-7-78	7·50
					Rungpore to Kaunia	1-6-79	11·25
							34·00
	Párbatipur to Dinagepore (*Dinagepore branch*)		17·75		*Dinagepore branch*—		
					Párbatipur to Chirir bandar	1-7-83	9·00
					Chirir bandar to Dinagepore	16-5-84	8·75
							17·75
	2′ 6″ GAUGE.				2′ 6″ GAUGE.		
	Kaunia-Dharlla branch—				*Kaunia-Dharlla branch*—		
	Teesta junction to Jatrapur	23·25			Teesta junction to Dharlla	18-7-81	18·50
	Teesta junction to Mogalhát	13·78			Teesta junction to Mogalhát	6-2-82	13·78
		37·03			Dharlla to Jatrapur	1-7-84	4·75
			88·78				37·03
				284·78	*Total Northern section*		284·78
	DACCA SECTION—				DACCA SECTION—		
	Náráyanganj ghât to Mymensingh		85·92	85·92	Náráyanganj ghât to Dacca	4-1-85	10·25
					Dacca to Jaydebpúr—		
					For goods traffic	1-8-85	19·65
					For passenger traffic	12-12-85	
					Jaydebpúr to Gáfargáon—		
					For goods traffic	1-8-85	32·50
					For passenger traffic	18-2-86	
					Gáfargáon to Mymensingh—		
					For goods traffic	1-8-85	23·52
					For passenger traffic	29-8-85	
					Total Dacca section		85·92
	BEHAR SECTION—				BEHAR SECTION—		
	Main line—				*Main line*—		
	Manihári to Katihár	15·50			Manihári to Katihár	1-4-87	15·50
	Katihár to Ráyganj	37·49			Katihár to Ráyganj	1-7-89	37·49
	Ráyganj to Dinagepore	32·68			Ráyganj to Dinagepore	15-2-88	32·68
			85·67				85·67
	Branches—						
	Kosi branch—				*Kosi branch*—		
	Katihár to Kasba	22·10			Katihár to Kasba	1-4-87	22·10
	Kasba to Arariyá	21·71			Kasba to Forbesganj	1-7-89	36·81
	Arariyá to Forbesganj	15·10			Forbesganj to Ancharághât	1-1-91	13·45
	Forbesganj to Debiganj	7·14					72·36
	Debiganj to Ancharághât	6·31					
		72·36					
	Carried over	72·36	85·67	370·70	Carried over		370·70 / 158·03

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Rails, iron, 40lb. to the yard, and steel, 41¼lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood and of wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section. Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. to the yard, from Sára northwards: 141·31 miles of the 50lb. rails are now laid. Wooden sleepers are also being renewed with steel transverse sleepers. The whole of the Northern section is fenced.	*Dates of orders for survey.* Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76. *Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25lb. and iron 30lb. to the yard, laid on sâl sleepers.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains.
The Dacca section is laid with permanent-way material of the ordinary metre-gauge type, the rails being of steel, 41¼lb. to the yard, on sâl, creosoted pine, asna and pynkado sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.
The Behar section consists of a single track laid with 40lb. iron and 41¼lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is nearly all fenced.	The line from Manihári through Kátihar junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár junction through Purnea and Kasba to Ancharághât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

Metre gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
XLIX	**Eastern Bengal**—*concld.*						
	Brought forward	72·36	85·67	370·70	Brought forward		370·70 / 158·03
	BEHAR SECTION—*concld.*				*Bárso-Kissengunge branch*—		
	Bárso-Kissengunge branch—				Bárso to Kissengunge—		
	Bárso to Kissengunge	35·11			For goods traffic	15-12-92	35·11
			107·47		For passenger traffic	10-12-93	
				193·14	*Total Behar section*		193·14
	TOTAL			563·84	TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)		563·84
L	**Cawnpore-Burhwál (metre-gauge link)**—						
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *viâ* Lucknow to Burhwál (point of junction with the Bahramghat branch of the Oudh and Rohilkhand State railway)			(*a*) 79·60	Burhwál to Daliganj	24-11-96	(*b*) 34·57
	TOTAL			79·60	TOTAL OPEN MILEAGE		34·57

(*a*) Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.

(*b*) Including the length, Burhwál to Barabanki, 16·79 miles laid on a mixed gauge.

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41¼ lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sâl, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.
The grade of 1 in 150 is the sharpest on the metre gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile.	
A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2′ 6″ gauge) is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.	On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre-gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway will be utilized. Starting from the north of Burhwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre-gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway, station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26.	The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre-gauge railway systems of Northern India, was commenced in November 1894. It is being constructed by the Oudh and Rohilkhand State railway, and will be worked by that line when completed. The length from Lucknow to Cawnpore has been completed and was inspected with a view to its being opened for traffic on the 24th December 1896, but the opening had to be indefinitely postponed as the Bombay, Baroda and Central India Railway Company had not completed the junction arrangements at Cawnpore.
Land has been taken up for a double line except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges will be constructed for a single line only.	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)	643·44	598·41

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
From Burhwál to Bara Banki the permanent-way consists of second-hand 60 lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50 lb. steel rails on deodar sleepers except for the last three miles at Cawnpore which are laid with second-hand 60 lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60 lb. section rails. There are no gradients of 1 in 100 or less. The sharpest curve has a radius of 573 feet.	

Rails.

SECTIONS.	50 lb. flat-footed Indian State Railway steel rail.	60 lb. flat-footed steel rail.	TOTAL.
Burhwál to Daliganj—			
Mixed gauge, 3rd rail . .	...	16·79	16·79
Independent line . . .	17·78	...	17·78
TOTAL .	17·78	16·79	34·57

Sleepers.

SECTION.	Deodar.	TOTAL.
Burhwál to Daliganj—		
Mixed gauge, 3rd rail and independent line	34·57	34·57

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles.
LI	**Deoghur—** Miles.	Miles.	Miles.
	Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur	4·79	Baidyanáth to Deoghur . 23-12-82 4·79
LII	**Rohilkund and Kumaon (Company's section)—**		
	Bhojeepura junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills . . .	53·92	Bhojeepura to Káthgodám . 12-10-84 53·92
LIII	**Bengal Dooars—**		
	Main line—		*Main line—*
	East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal State railway to Dam Dim . . 31·00		East bank of the Teesta to Mal Bazar— For goods traffic . 15-1-93 } 26·85 For passenger traffic . 1-11-93 } Mal Bazar to Dam Dim . 16-6-94 4·15
	Branch—		*Branch—*
	Lataguri to Ramshaihát . . . 5·40	36·40	Lataguri to Ramshaihát— For goods traffic . 11-6-93 } 5·40 For passenger traffic . 16-6-94 } TOTAL OPEN MILEAGE . 36·40
LIV	**Dibru-Sadiya—**		
	Main line—		*Main line—*
	Dibrugarh (on the left bank of the Brahmaputra river) *viá* Makum junction to Dihing bridge . . 61·50		Lower steamer ghát on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum junction 16-7-83 38·50 Makum junction to Dihing bridge . . . . 2-5-84 23·00 61·50
	Tálap branch—		*Tálap branch—*
	Makum junction to Tálap . . 16·00	77·50	Makum junction to Dum-Duma . . . . 2-5-84 8·00 Dum-Duma to Tálap . . 5-2-85 8·00 16·00 TOTAL OPEN MILEAGE 77·50

D—*continued.*

progress on the 31st March 1897.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36 lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The rails are of the metre gauge type, steel, weighing 41¼ lb. to the yard, laid on sâl sleepers. From Káthgodám to Haldwáni, a distance of 175c hains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{61}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively. The line is unfenced, except at stations.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line has been laid with 41¼ lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41¼ lb. to the yard, but these are now gradually being renewed and replaced by 50 lb. steel rails, 15 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *viâ* Makum junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan and Sessajan rivers have been replaced by brick abutments and steel girders. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Tálap. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below:	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82. Government has to pay an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, subject to a maximum charge of ₹1,00,000.

Section of line.	Length.	Radii.
Main line—	Feet.	Feet.
Mile 56 from Dibrugarh	747	800
„ 61 „ „	635	700
Tálap branch—		
Mile 40·25 from Dibrugarh	290	750

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles
	Brought forward . .	77·50	Brought forward .	77·50
	Ledo and Tikak-Margherita Colliery—		Dihing Bridge to Ledo—	
	Dihing Bridge junction with the Dibru Sadya railway *vid* Tikak to Ledo . .	7·00	For coal traffic . . 17-2-84 For public traffic . . 1-1-97	7·00
LV	**Ahmedabad-Parántij—**			
	Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Ahmednagar .	54·80		
LVI	**Sultanpur-Bogra-Kaliganj—**			
	Sultanpur to Kaliganj	59·70		
LVII	**Mymensing-Jamalpur-Juggernathganj—**			
	Mymensingh to Juggernathganj . . .	55·00		
LVIII	**Segowlie-Raksaul—**			
	Segowlie to Raksaul	18·00		
LIX	**Nílgiri—**			
	Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nílgiri branch) to Coonoor	16·81		
	TOTAL ASSISTED COMPANIES (METRE GAUGE)	383 92		179·61

D—*continued.*

progress on the 31st March 1897.

COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
	This colliery branch line was constructed in 1883, and opened on the 17th February 1884, under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purposes of bringing coal from the mines on the south bank of Dihing river to connect with the Dibru-Sadiya railway. The working of the line was taken over by the Dibru-Sadiya railway under the terms recorded as Appendix II to this report.
The line will be constructed for a single track. The permanent-way is to be laid with 41¼ lb. flat-footed steel rails on transverse deodar sleepers. There will be two bridges for crossing the Khari river, the first in the 14th mile by six spans of 60 feet, and again in the 36th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200 of which there are 4 in number and aggregate 1·75 miles in length.	The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line is being constructed by the Bombay, Baroda and Central India Railway Company, and, when completed, will be worked by the same company as a part of their metre gauge system under an agreement the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.
	Date of orders for survey— Sultanpur *vid* Bogra to Kaliganj . . 7-10-90 The construction of the line was sanctioned in October 1896.
The permanent-way will consist of 41¼lb. rails and wooden sleepers.	Date of orders for survey— Mymensingh to Bonsi *vid* Jamalpur . 27-11-94 Bonsi to Jagannathganj . . . 23-1-97 The construction of the line was sanctioned in November 1896,
The permanent-way will consist of 41¼ lb. steel rails and sal sleepers.	The construction of the line was sanctioned in October 1896.
The rails will be steel, 50 lb. to the yard, on pynkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line will be unfenced. The bridges will be of lattice or plate girders resting on masonry piers and abutments. On the Ghât the Abt Rack (double) will be used. There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. A contract was entered into with Mr. Richard Woolley, a local contractor, to construct and equip the line. The survey, for which orders were issued by the Government of Madras in July 1890, proved very arduous. It was started in August 1890, and the final location was completed early in 1892. The Government of India guarantee 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894. In February 1896, a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work recommenced in April.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/80 and less.	1/81 to 1/80.	1/81 to 1/100.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles .	...	1·59	...	...	...
The whole line .	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 716 feet.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LX	**The Gaekwar's Mehsána—**		Miles.		
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viâ* Mehsána to Kherálu	67·94		Viramgám to Mehsána . 1-2-91	40·21
	Mehsána to Pátan	24·69		Mehsána to Vadnagar . 21-3-87	20·73
				Vadnagar to Kherálu . 12-12-88	7·00
				Mehsána to Pátan . 20-7-91	24·69
			92·63	TOTAL OPEN MILEAGE .	92·63
LXI	**Kolhápur—**				
	Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway)		29·07	Kolhápur to Miraj . 21-4-91	29·07
LXII	**Yesvantpur-Mysore frontier—**				
	Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier		51·35	Yesvantpur to Dodballapur . 15-12-92	19·93
				Dodballapur to Mysore frontier . 17-9-93	31·42
				TOTAL OPEN MILEAGE .	51·35
LXIII	**Mysore-Nanjangúd—**				
	Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd	15·25		Mysore to Nanjangúd . 1-12-91	15·25
	Nanjangúd station to a point 0·50 mile nearer the town of Nanjangúd	0·50			
			15·75		

D—*continued.*

progress on the 31st March 1897.

AND WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41¼lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40lb. and 41¼lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.
This line is constructed for a single track. The rails are steel, 41¼lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed: Kistna, 14 spans of 60 feet girders. Panchganga, 10 „ 60 „ „ Udgaum Nulla 10 „ 60 „ „	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.
The rails used are of the state railway type, weighing 50lb. to the yard, on the Ghât section, 11 miles in length, and 41¼lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghât section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41¼lb. steel rails of the standard metre-gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892. The extension to Nanjangúd town was sanctioned on the 12th March 1897.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXIV	**Birur-Shimoga—**		
	Birur to Shimoga	38·53	
LXV	**Hyderabad-Godavari Valley—**		
	Hyderabad to Manmad	389·81	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) .	617·14	188·30

D—*continued.*

progress on the 31st March 1897.

AND WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way will consist of 41¼lb. steel rails and Mysore teak sleepers. The ruling gradient is 1 in 89 and the sharpest curve 716 feet radius. The only important bridge is that over the Bhadra river at Bankipur.	The survey of this line was carried out by the Mysore Durbar. Construction was sanctioned in September 1896 and work started in November. A modification of the alignment on one section is now being surveyed and worked out. This may cause a slight increase in the total mileage now reported.
The permanent-way will consist of 50lb. rails and steel and wooden sleepers. The steepest gradient will be 1 in 133·3 and aggregates 132·25 miles in length. The sharpest curve will have a radius of 1,432 feet. The following are the important bridges :— Polang . . 7 of 40 Godavari . . 12 „ 100 Boalsa . . 6 „ 20′ arches. Moodkhaid . . 8 „ 15′ „ Astna . . 6 „ 100 Pandrea . . 6 „ 20′ arches. Thurna . . 3 „ 60 Poorna . . 13 „ 60 Narendi . . 3 „ 40 Rotigaon Nallah . 4 „ 40 Bor Nadi . . 3 „ 40 Dhykoo . . 6 „ 40 Siyna . . 7 „ 60 Kam . . . 5 „ 40 Sukhna . . 5 „ 40 Lahouki . . 5 „ 40 Dudhna I . . 5 „ 40 Dudhna II . . 3 „ 100 1 „ 40 Kasoora . . 4 „ 60 The line will be wire fenced.	The construction of the line was sanctioned in January 1897.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXVI	**Jodhpore-Bickaneer—**			
	Marwar railway junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) *viâ* Lúni and Merta Road junctions to Kuchámán Road including the new approach to Kuchámán Road (374·00 miles from Ahmedabad on the Rajputana-Malwa railway) . . 201·00		Marwar railway junction to Marwar Páli—	
			For goods traffic . . 24-6-82 }	19·00
			„ passenger traffic . 27-7-82 }	
			Marwar Páli to Lúni junction 17-6-84	25·00
			Lúni junction to Jodhpore . 9-3-85	20·00
			Jodhpore to Merta Road . 8-4-91	64·00
			Merta Road to Kuchámán Road 13-3-93	73·00
	Lúni junction to Pachpadra . . 60·00		Lúni junction to Pachpadra 22-3-87	60·00
	Merta Road junction to Bickaneer . 103·00		Merta Road to Nágore . 16-10-91	35·00
		364·00	Nágore to Bickaneer . 9-12-91	68·00
	Balotra-Jodhpore frontier section—			
	Balotra to the Jodhpore frontier in the Jodhpore state	134·92		
	Bickaneer-Khari extension—			
	Bickaneer to Khari in the Bickaneer state	41·67		
		540·59	TOTAL OPEN MILEAGE .	364·00
LXVII	**Oodeypore-Chitor—**			
	From Berach near Chitorgarh (550·75 miles from Bombay *viâ* the Godhra-Rutlam-Nágdá railway) to Debari near Oodeypore	60·39	Berach near Chitorgarh to Debari near Oodeypore . 1-8-95	60·39

D—*continued.*

progress on the 31st March 1897.

WORKED BY NATIVE STATES. **Metre gauge.**

Details of construction.	REMARKS.
This is mainly a surface line and the works are very light. Excepting the length between Marwar junction and Jodhpore, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpore to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41¼lb. steel rails. Beyond Marwar Páli second-hand rails were originally laid on pine creosoted sleepers, which have for the most part been renewed by deodar except for the last 3 miles where a new approach has been lately constructed with new 41¼lb. steel rails laid on steel sleepers. The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchámán Road section it is chiefly broken stone, marble, and kunkur. There is a telegraph line on the entire length, excepting the Lúni-Pachpadra line. The whole line is unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 14 in number aggregating 7·88 miles in length. The permanent-way on the Bickaneer-Khari extension will consist of 36lb. steel rails and steel trough sleepers weighing 69lb. each. The ruling gradient will be 1 in 200, of which there are 11 in number, aggregating 8·10 miles in length.	The line has been constructed at the expense of, and is worked by, the Jodhpore and Bickaneer States. The section up to Lúni Junction was sanctioned in 1883 and the extension to Jodhpore in 1884. The line from Jodhpore to Bickaneer was sanctioned 1890. The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchámán Road in July 1891. On the completion of the line to Bickaneer the name "Jodhpore-Bickaneer railway" was given to the entire system. The Balotra-Jodhpore Frontier section is being constructed by the Jodhpore Durbar. Earthwork on 134·92 miles from Balotra to the Jodhpore frontier in the Jodhpore state was sanctioned for famine relief purposes. The banks for 60 miles from Balotra to Barmer are finished and those between Barmer and the frontier are now in progress. The heavy cuttings through the sand hills are about to be commenced. The Bickaneer-Khari extension is being constructed by the Bickaneer Durbar, and was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896.
The works are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8¼. The permanent-way consists of 41¼lb. flat-footed, steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast. The whole line is unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length. The ruling gradient on the line is 1 in 150 of which there are 10 in number aggregating 5·82 miles in length.	The line was constructed at the expense of the Meywar Durbar. It was sanctioned for construction in February 1894. The line is being worked by the Bombay, Baroda and Central India Railway.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
			Miles.			
LXVIII	**Bhávnagar-Gondal-Junágarh-Porbandar—**					(a)
	Bhávnagar Bandar to Wadhwán junction	104·76		Bhávnagar to Wadhwán .	20-12-80	104·76
	Dhola junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar	158·85		Dhola to Dhoráji .	19-1-81	88·37
				Dhoráji to Porbandar .	17-12-89	69·50
				Porbandar to Porbandar Bandar—		
				For goods traffic .	15-3-90	0·98
	Jetalsar junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágarh quarry line .	69·85		Jetalsar to Junágarh .	1-9-88	16·00
				Junágarh to Verával (including Junágarh quarry line) . . .	1-2-89	(b) 53·55
				Verával to Verával Bandar—		
				For goods traffic .	1-12-90	0·30
			333·46	TOTAL OPEN MILEAGE .		333·46
LXIX	**Jetalsar-Rájkot—**					
	Jetalsar junction to Rájkot (point of junction with the Morvi railway) .		46·23	Jetalsar junction to Rájkot .	12-4-93	46·23
LXX	**Jámnagar—**					
	Rájkot junction with the Bhávnagar-Gondal-Junágarh-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar . .		50·29			
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)		1,030·96			804·08

(a) Of this, the Bhávnagar dock state line (0·87 mile) is worked for goods traffic only.
(b) Of this, the Junágarh quarry line (2·33 miles) is worked for goods traffic only.

D—*continued.*

progress on the 31st March 1897.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41¼lb. flat-footed steel trough rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths the line is laid with a good section of well-broken stone ballast. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Committee of Management consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is President of this Committee of Delegates. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágarh State, within whose territory it lies. The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.
The permanent-way consists of 41¼lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágarh-Porbandar Railway and is worked by it under the direction of a Syndicate consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is the President of this Syndicate.
The permanent-way will consist of steel flat-footed rails weighing 41¼lb. to the yard, laid on creosoted pine and deodar sleepers, over a bed of stone ballast. The line will be partially fenced. The following are the important bridges: Dhondi . . 12 spans of 50 feet. Ghel . . { 4 „ „ 30 „ / 2 „ „ 20 „ Und . . 16 „ „ 50 „ Nagti . . 11 „ „ 30 „ Thaoria . . 6 „ „ 20 „ Rangmati I . 10 „ „ 20 „ „ II . 12 „ „ 50 „ „ III . 5 „ „ 30 „ The sharpest curves will have a radius of 1,000 feet. Of these, there are six in number and aggregate 0·34 mile in length. Four of the curves occur at the approaches to the Victoria bridge. The steepest gradient, which will occur at mile 16 from Rájkot, will be 1 in 100 for a length of 0·19 mile. The line will be unfenced with the exception of the approaches to the Victoria bridge.	This line, including a branch to the port of Jodiya, was provisionally sanctioned in October 1893, pending the result of a preliminary survey. The branch has since been abandoned and orders for commencement of work on the remaining portion (Rájkot to Jámnagar) issued after the close of the year 1894-95. Work was commenced in January 1896.

APPENDIX

Railways constructed and in

Metre gauge. FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
I. XXI	**West of India Portuguese—** Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51·00	Mormugao to Sonauli . . 17-1-87	41·00
			Sonauli to the Portuguese frontier 3-2-88	10·00
			TOTAL OPEN MILEAGE .	51·00
LXXII	**Pondicherry—** Left bank of the Gingee river (French frontier) or (16·26 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7·80	Left bank of the Gingee river to Pondicherry . . . 16-12-79	7·80
LXXIII	**Peralam-Káraikkal—** Peralam (184·44 miles from Madras, on the Máyavaram-Mutupet railway) to the French port of Káraikkal	14·45		
	TOTAL FOREIGN LINES .	73·25		58·80

D—*continued.*

progress on the 31st March 1897.

LINES. Metre gauge.

Details of construction.

The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.

The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak, and jamba.

The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts.

On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway.

The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:

Section of line.	Length of gradients.			Length of curves under a radius of 1,000 feet.	
	$\frac{1}{100}$ and less.	$\frac{1}{81}$ to $\frac{1}{96}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	720 feet radius.	890 feet radius.
	Miles.	Mile.	Miles.	Mile.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles	12·42	...	...	...	5·80
Between 39·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

Remarks.

The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier.

The railway works were, in the first instance, given out on contract, and work was commenced on the 22nd February 1882. The contractors having, however, failed to make satisfactory progress, the works were taken over by the Company at the end of January 1884 and arrangements made to carry them on departmentally.

The harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

The line is single and is laid with 40lb. iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50lb. steel rails on pot sleepers.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878.

This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.

The line traverses an easy country, partly in British and partly in French territory.

There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-feet girders over the river Wanjiar.

The rails proposed to be used are of steel flat-footed 41½ lb. to the yard laid on pynkado sleepers.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The line is being constructed by the South Indian Railway Company from funds provided by the French Government. It will be worked through the agency of that Company when completed on terms to be agreed upon by them with the Government of the French Colony, subject to the sanction of the Secretary of State.

It was sanctioned for construction in July 1895.

APPENDIX

Railways constructed and in

STATE LINE

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXIV	**Raipur-Dhamtari branch (Bengal-Nágpur)—**		
	2′ 6″ GAUGE.		
	Raipur (187·27 miles from Nágpur) to Dhamtari . . . . . 45·45		
	Branch—		
	Abhanpur (17·00 miles from Raipur) to Rajim (*Rajim branch*) . . . 11·22		
		56·67	
	TOTAL STATE LINE WORKED BY COMPANY (SPECIAL GAUGE)	56·67	

D—*continued.*

progress on the 31st March 1897.

WORKED BY COMPANY. **Special gauge.**

Details of construction.	REMARKS.
The line will be laid with 31lb. flat-footed steel rails and timber sleepers.	The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line when open will form an integral part of the Bengal-Nágpur railway.

APPENDIX

Railways constructed and in

Special gauge. **STATE LINE WORKED**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXV	Jorhát—		
	2′ 0″ GAUGE.		
	Main line—		*Main line*—
	Gosáigáon to Titábar . . . 18·25		Gosáigáon to Jorhát—
	Alternative cold weather section to steamer ghât . . . 2·75		For goods traffic . 15-12-84 } 7·00 For passenger traffic . 17-10-85 }
			Jorhát to Dhali river—
			For goods traffic . 15-12-84 } 9·50 For passenger traffic . 26-2-88 }
	Mariani branch—		Dhali river to Titábar . 16-7-87 1·75
	Chenimara to Mariani . . . 7·00		Alternative cold weather section to steamer ghât 25-11-89 2·75
		28·00	21·00
			Mariani branch—
			Chenimara junction to Mariani—
			For goods traffic . 7-1-85 } 7·00 For passenger traffic . 26-2-88 }
			TOTAL OPEN MILEAGE . 28·00
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)	28·00	28·00

D—*continued.*

progress on the 31st March 1897.

BY THE STATE. **Special gauge.**

Details of construction.	REMARKS.
This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on wooden sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lb. to the yard, Fowler's patent. The steepest gradient is 1 in 190. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXVI	**Darjeeling-Himalayan—**			
	2′ 0″ GAUGE.			
	Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Bengal State railway to the Darjeeling bazar	51·00	Siliguri to Kurseong	31·75
			Kurseong to Sonáda	9·50
			Sonáda to Ghúm	5·87
			Ghúm to Darjeeling	3·63
			Darjeeling to the Darjeeling bazar	0·25
			TOTAL OPEN MILEAGE	51·00
LXXVII	**Bársi—**			
	2′ 6″ GAUGE.			
	Bársi Road [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi	21·75	Bársi road to the town of Bársi— For goods traffic 1-3-97; For passenger traffic 19-3-97	21·75
	TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)	72·75		72·75

D—*continued.*

progress on the 31st March 1897.

COMPANIES. Special gauges.

Details of construction.	REMARKS.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100— the steepest being 1 in 25·7 up-hill. The line, which was originally laid with iron rails, 30 lb. to the yard, on the plains portion, has been re-laid with iron rails 40 lb. to the yard. Steel rails, 41½ lb. to the yard, are laid on the hill portion. Of the Terai, 1·00 mile has been renewed with 41½ steel rails. Sâl, oak, and chestnut sleepers are in use, but are being gradually renewed with sâl only under 41½lb. rails. The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of shingle. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.
The line has been laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railway Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96. Construction commenced on the 1st January 1896.

APPENDIX

Railways constructed and in

Special gauge.

LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXVIII	**The Gaekwar's Dabhoi—**		Miles.		
	2′ 6″ GAUGE.				
	Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi	20·00		Miyágám to Dabhoi . . 8-4-73	20·00
	Dabhoi to Báhádarpur	9·64		Dabhoi to Chándod . . 15-4-79	10·62
	Báhádarpur to Bodeli	12·77		Dabhoi to Báhádarpur . . 17-9-79	9·64
	Dabhoi to Chándod	10·62		Dabhoi to Goya Gate . . 1-7-80 }	18·63
	Dabhoi to Vishvámitri	18·63		Goya Gate to Vishvámitri . 24-1-81 }	
	Vishvámitri to Padra	7·14		Báhádarpur to Bodeli . 16-6-90	12·77
			78·80	TOTAL OPEN MILEAGE .	71·66
LXXIX	**Rajpipla (Anklesvar—Párdi section)—**				
	2′ 6″ GAUGE.				
	Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Párdi .		19·03		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY (SPECIAL GAUGE) .		97·83		71·66

D—*continued*,

progress on the 31st March 1897.

AND WORKED BY COMPANY. Special gauge.

Details of construction.	REMARKS.
The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 8·50 miles having been renewed with 31lb. steel rails. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet and 30-feet spans each. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line. There is no fencing, except what has been put up by the villagers themselves. There are no gradients of 1 in 100 or less. The length and situation of curves under a radius of 1,000 feet are shown below:	The dates of orders for survey and construction are as follow: Miyágám to Dabhoi . . . 17-4-69 (survey) 21-3-72 (construction) Dabhoi to Chándod and Báhádarpur . . . . . 6-6-77 (survey) 27-11-77 (construction) Dabhoi to Baroda . . . July 77 (survey) 29-1-79 (construction) The line is the property of His Highness the Gaekwar of Baroda. The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890. The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found on page 150 of Part II of the Railway Administration Report for 1889-90.

Section of line.	Length of curve.	Radius of curve.
	Feet.	Feet.
Vishvámitri-Dabhoi—		
(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—		
(Between 18 and 20 miles from Vishvámitri) . . .	956	500·00
Báhádarpur-Bodeli—		
(Between 29 and 30 miles from Vishvámitri)	702	700·00

	This line is owned by the state of Rajpipla, but will be constructed and worked by the Bombay, Baroda and Central India Railway Company. Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Párdi was provisionally sanctioned in October 1894.

APPENDIX

Railways constructed and in

Special gauge. LINE OWNED BY NATIVE STATE AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXX	**Cooch Behar—**			
	2′ 6″ GAUGE.			
	Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the town of Cooch Behar	24·50	Gitaldaha to the right bank of the Torsá— For goods traffic . . 15-9-93 } For passenger traffic . 1-3-94 }	22·12
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)	24·50		22·12

D—*continued.*

progress on the 31st March 1897.

WORKED BY STATE RAILWAY AGENCY. Special gauge.

Details of construction.	REMARKS.
The line runs through an easy country on an embankment 12 feet wide. It is single throughout. The rails are flat-footed steel, 25lb. to the yard, and are laid on pynkado sleepers with sand ballast. The bridges, except three arched culverts, are of brickwork with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway. An extension of the Cooch Behar line to the town of Cooch Behar, 2·38 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897.

APPENDIX

Railways constructed and in

Special gauge. LINES OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXXI	**Morvi—**		Miles.		
	2′ 6″ GAUGE.				
	Main line—			*Main line—*	
	Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viâ* Vánkáner to Morvi . . .	68·50		Wadhwán to Dolia . 11-3-86	24·00
				Dolia to Vánkáner . 20-11-86	27·75
				Vánkáner to Morvi . 24-3-87	16·75
					68·50
	Branch—			*Rájkot branch—*	
	Vánkáner to Rájkot, including the extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway (*Rájkot branch*) .	25·86	94·36	Vánkáner to Rájkot . 1-1-90	25·25
				Extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway . . . 6-8-94	0·61
					25·86
				TOTAL OPEN MILEAGE .	94·36
LXXXII	**Gwalior-Sipri—**				
	2′ 0″ GAUGE.				
	Gwalior to Sipri		72·96		
	TOTAL LINES OWNED AND WORKED BY NATIVE STATE (SPECIAL GAUGE) . . .		167·32		94·36

D—*continued.*

progress on the 31st March 1897.

BY NATIVE STATE. Special gauge.

Details of construction.	REMARKS.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41¼lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are: 19lb. rails . . . 24·50 miles. 29 „ „ . . . 51·25 „ 41¼ „ „ . . . 18·61 „ 94·36 On the Rájkot branch, from Rájkot station to mile 50 (Sindhávadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41¼lb. metre gauge rails on creosoted pine sleepers and 1,307 steel 11lb. sleepers for 19lb. rails have been renewed during the year on the main line between Wadhwán and Dolia, and on the Rájkot branch, chiefly in salty places. The extension across the Aji river has been laid with metre gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers of that gauge. The maximum gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below:	Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
Wadhwán to Dolia—	Miles.	
(Between 0 and 24 miles from Wadhwán) .	1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner—		
(Between 24 and 51·75 miles)	1·03	„ „ 375 to 800 „
Vánkáner to Morvi—		
(Between 51·75 and 68·50 miles) . .	0·18	„ „ 550 to 850 „
Vánkáner to Rájkot—		
Between 0 and 25·25 miles from Vánkáner.	0·62	„ „ 500 to 800 „

The permanent-way will consist of 30lb. rails and steel sleepers. The ballast will be of broken stone throughout. The ruling gradient will be 1 in 60 and the smallest radius of curve 200 feet.	The line was sanctioned for construction in March 1897.

APPENDIX

Steam tramways outside Municipal limits

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
	Tárakeshwar-Magra—	Miles.		Miles.
	2′ 6″ GAUGE.			
	Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway	31·12	Tárakeshwar to Basua . 7-11-94 Basua to Magra . . 8-3-95 TOTAL OPEN MILEAGE .	12·50 18·62 31·12
	Powayan—			
	2′ 6″ GAUGE.			
	Sháhjahánpur (310·00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan, and thence to Mailáni on the Rohilkund and Kumaon railway	39·50	Sháhjahánpur to Powayan . 17-6-90 Powayan to Khotar . . 19-5-91 Khotar to Mailáni . . 22-12-94 TOTAL OPEN MILEAGE .	17·00 14·00 8·50 39·50
	Dandot colliery—			
	2′ 0″ GAUGE.			
	Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine . 1·89		Dandot station to the mouth of the main mine (open for coal traffic only) 5-7-89	1·89
	Head of middle incline to shaft No. 10 of outcrop mine . . . . 1·29		Head of middle incline to shaft No. 10 of outcrop mine . 1-7-93	1·29
	Head of upper incline to Pidh coal platform . . . . . 3·00		Head of upper incline to Pidh coal platform . . . 6-6-95	3·00
		6·18	TOTAL OPEN MILEAGE .	6·18

D—*continued.*

constructed and in progress on the 31st March 1897.

Special gauge.

Details of construction.	REMARKS.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pynkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches, and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.
The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailáni where it joins the Rohilkund and Kumaon railway.	The section from Sháhjahánpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailáni in February 1894. The tramway is under the management of Messrs. Lyall, Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Sháhjahánpur.
The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by a steel wire rope by combined gravity and steam power. The grades on the inclines vary from 1 in 2·30 to 1 in 17, with minimum curves of a radius of 60 feet. The other two sections contain a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36lb. and 40lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2·50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table:	This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles.	Mile.	Miles.	Miles.		
(*a*) 2·46	0·06	...	1·36	Varying from 74 to 450 feet.	

(*a*) Of this, 0·52 mile is on grades varying from 1 in 2·3 to 1 in 4, 0·59 mile on grades of 1 in 7·35 to 13·49, and the rest on grades of 1 in 35·40 to 1 in 50.

APPENDIX

Steam tramways outside Municipal limits

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
	Bhaganwala colliery—				
		Miles.	Miles.		Miles.
	2′ 6″ GAUGE.				
	Bhaganwala station, terminus of the standard gauge siding from Haranpur, to foot of Bhaganwala incline .	1·25	Bhaganwala to foot of Bhaganwala incline . .	2-10-96	1·25
	Bhaganwala incline, double line . .	0·60	Bhaganwala incline, double line . . .	2-10-96	0·60
	Top of Bhaganwala incline to old mines	5·00	Mountain railway from Bhaganwala rope incline to coal platform at old mines .	2-10-96	5·00
		6·85	TOTAL OPEN MILEAGE .		6·85
	Cherra-Companyganj—				
	2′ 6″ GAUGE.				
	Companyganj to Thariághât . .	7·50	Companyganj to Thariághât .	16-6-86	7·50
	Thariághât to Komora limestone quarry	0·50	Thariághât to Komora limestone quarry . . .	1-1-90	0·50
		8·00	TOTAL OPEN MILEAGE .		8·00
	Tezpur-Bálipárá—				
	2′ 6″ GAUGE.				
	Tezpur ghât to Bálipárá	20·10	Tezpur ghât to Bálipárá— For goods traffic . . For passenger traffic .	9-8-94 / 1-9-95	20·10

D—*continued.*

constructed and in progress on the 31st March 1897.

Special gauges.

Details of construction.	REMARKS.
The siding from Bhaganwala to foot of incline is an ordinary tramway on easy ground. Maximum grades are 1 in 59 and the sharpest curve of a radius of 150 feet. The Rewal incline surmounts 900 feet vertical lift in 2,850 feet horizontal length, and consists of 2 lines of way strongly anchored; the grades vary from 1 in 2·37 to 1 in 4·87. The section from Rewal incline to head of old mines is a mountain railway, graded 1 in 40 against the empties, and 1 in 50 against loaded trains. The sharpest curves are of a radius of 150 feet. There are three tunnels varying in length from 220 to 420 feet: also seven bridges of from 15 feet to 90 feet clear span. The permanent-way on the Rewal incline consists of good 62lb. Vignole's section rails on 5 feet deodar sleepers, well fished and spiked. On the other sections it consists of 41½lb. metre gauge rails also on 5 feet deodar sleepers. The line is unfenced. The following table shows the length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	This tramway is being constructed by the North Western State railway to develop the Bhaganwala colliery, which is worked primarily for the benefit of the railway. It was sanctioned in July 1894.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{50}$ and less.	$\frac{1}{51}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles.	Miles.	Mile.	Miles.		
(a) 4·24	1·18	0·54	2·82	Varying from 150 feet to 200 feet.	

This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0·50 mile near Therria laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly to keep the line to gauge. The sleepers are 45 inches long and 8 are laid to each rail of 21 feet. The line from Thariághât to Komora is laid with 18lb. steel rails on wooden sleepers. The steepest gradient on this line is 1 in 42·3 for a length of 1,250 feet; there are no other grades up to 1 in 100. There are seven curves under a radius of 1,000 feet, which occur in the 1st mile from Companyganj. Their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.	This line is used exclusively for lime-stone traffic. There is an extension, about half a mile in length, from Komora limestone quarry to Don Roy's limestone quarry, which is treated as a siding in the mileage returns. It is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.
The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on wooden sleepers. The line is unballasted and is single throughout.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894.

(a) Of this, 0·49 mile is on grades varying from 1 in 2·37 to 1 in 4·87, and the rest on grades of $\frac{1}{88}$ to $\frac{1}{80}$.

APPENDIX

Steam tramways outside Municipal limits

Special gauge.

	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Thatôn-Duyinzáik—	Miles.	
	2′ 6″ GAUGE.		
	Thatôn to Duyinzáik on the Donedamie river	7·76	Thatôn to Duyinzáik . . 11-2-85 7·76
	Howrah-Amta—		
	2′ 0″ GAUGE.		
	Telkul ghât (Howrah) to Amta . .	30·00	
	Howrah-Sheakhalla—		
	2′ 0″ GAUGE.		
	Telkul ghât (Howrah) to Sheakhalla	20·00	
	Ránaghat-Krishnagarh—		
	2′ 6″ GAUGE.		
	Right bank of the Churni river near Ránaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagarh	19·00	
	Mangaldai—		
	2′ 6″ GAUGE.		
	Rangamati on the Brahmaputra to Ghagrapara	35·00	

D—*concluded.*

constructed and in progress on the 31st March 1897.

Special gauge.

Details of construction.	REMARKS.
The rails are steel, Vignole's section: the sleepers are of steel and wood. There are no large bridges. The line is ballasted, but only partially fenced. An aggregate length of 4,500 feet is situated on a grade of $\frac{1}{51}$ to $\frac{1}{80}$, and of 3,830 feet on a grade of $\frac{1}{81}$ to $\frac{1}{100}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.	This line is constructed along the public road, which has been specially made in view to tramway communication being established. Its construction and working have been undertaken by Mr. G. E. L. Dawson. The Local Government originally guaranteed in 1883 a subsidy of R8,100 per annum for three years, but the amount was reduced from 11th February 1888 to R6,000 per annum. On the 11th August 1894 the payment of a subsidy ceased altogether.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 10 spans of 20 feet at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100, with a single exception of 1 in 75 in the tenth mile. All these grades are on the approaches to canal bridges requiring plenty of headway for boats and none of them are over 600 feet in length. The line will be ballasted throughout but not fenced. At present most of the bridges and culverts have been completed and the rails have been laid from Howrah to Jagatballabpore 16·50 miles.	The line is being constructed by the Bengal District Road Tramways Company, Limited. It was sanctioned for construction in March 1895. The line with occasional diversions, the longest of which are one $\frac{3}{4}$ of a mile long in the 3rd mile and another of 3 miles from Burgachi to Munshi Hât 16th to 19th miles, follows the Howrah-Amta road. At Burgachi there is a branch line to Jagatballabpore laid upon the main road. The District Board of Howrah have guaranteed a subsidy of R850 per mile per annum.
The permanent-way will consist of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There will be no large bridges, and the ruling grade (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line will be ballasted throughout but not fenced. All the culverts and the whole of the earthwork is completed and the rails have been laid to Chanditollah, 10 miles from Howrah.	The line was sanctioned for construction in March 1895. It is being constructed by the Bengal District Road Tramways Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditollah there is a branch line to Jonai laid along the main road. The District Board have guaranteed a subsidy of R800 per mile per annum.
	The line will be constructed by the Ránaghat-Krishnagarh Tramway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1·50 miles long, to be constructed by the Eastern Bengal State railway on the standard gauge, will run from the Ránaghat station to the left bank of the Churni and connect with the tramway.
The permanent-way will consist of 30lb. flanged steel rails and wooden sleepers. The line will be unballasted, and except around stations, unfenced.	The line will be constructed by the Mangaldai Steam Tramway Company, Limited. It was sanctioned for construction in November 1896.

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	29·03	203·11	1,255·60	1,001·61	2·22	743·62	...	...
In progress	...	...	467·79	24·17	...	109·67	...	...
Total length sanctioned	29·03	203·11	1,723·39	1,025·78	2·22	853·29	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	443·19	...	354·12	923·84	1,657·50	...	...	...
In progress	230·25	...	25·91	138·69	185·00	...	...	...
Total length sanctioned	673·44	...	380·03	1,062·53	1,842·50	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	766·22	1,086·91	...	...	...	392·14	...	...
In progress	...	38·07	...	...	...	...	...	...
Total length sanctioned	766·22	1,124·98	...	...	...	392·14	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	22·23	...	160·47	...	...	...
In progress	...	162·47	79·00	30·00	397·06	...	...	...
Total length sanctioned	...	162·47	101·23	30·00	557·53	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	13·35	...	...	...	11·13	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	13·35	...	...	...	11·13	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	...	...	107·94	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	107·94	...	...	...
TOTAL.								
Opened for traffic	1,238·44	1,303·37	1,631·95	1,925·45	1,928·13	1,146·89	...	...
In progress	230·25	200·54	572·70	192·86	582·06	109·67	...	...
Total length sanctioned	1,468·69	1,503·91	2,204·65	2,118·31	2,510·19	1,256·56	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1897.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	484·74	...	...	...	...	...	...	...	3,741·27
...	...	...	6·33	...	...	...	...	...	...	...	607·96
1·75	...	19·59	491·07	...	...	...	...	...	...	...	4,349·23
...	...	...	...	414·85	689·63	...	...	...	...	...	4,483·13
...	...	...	...	...	5·30	...	...	...	...	...	585·15
...	...	...	...	414·85	694·93	...	...	...	...	...	5,068·28
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,588·12
...	...	...	...	...	...	...	...	...	...	...	38·07
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,626·19
...	...	...	...	...	...	...	...	..	...	...	182·70
...	...	3·65	...	...	...	...	...	...	...	...	672·18
...	...	3·65	...	...	...	...	...	...	...	...	854·88
332·32	10·00	...	253·08	...	...	...	12·99	...	...	...	632·87
...	...	54·00	22·00	...	...	...	...	...	...	...	76·00
332·32	10·00	54·00	275·08	...	...	...	12·99	...	...	...	708·87
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	15·92	...	...	123·86
468·99	66·03	19·59	737·82	414·85	689·63	...	164·89	15·92	...	...	11,751·95
...	...	57·65	28·33	...	5·30	...	...	...	...	...	1,979·36
468·99	66·03	77·24	766·15	414·85	694·93	...	164·89	15·92	...	...	13,731·31

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	1,563·96	785·07	611·76	895·21	366·77	33·10	190·01	886·45
In progress	...	...	164·45	266·92	...	...	381·57	267·72
Total length sanctioned	1,563·96	785·07	776·21	1,162·13	366·77	33·10	571·58	1,154·17
STATE LINES WORKED BY THE STATE.								
Opened for traffic	...	...	563·84	34·57	...	...	...	...
In progress	...	...	...	45·03	...	...	...	...
Total length sanctioned	...	...	563·84	79·60	...	...	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	41·10	53·92	...	...	84·50	...
In progress	16·81	54·80	132·70	...	...	...	...	...
Total length sanctioned	16·81	54·80	173·89	53·92	...	...	84·50	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	121·70	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	121·70	...	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
FOREIGN LINES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	4·81	...	...	...	...	...	...	...
Total length sanctioned	4·81	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,563·96	906·77	1,216·79	983·70	366·77	33·10	274·51	886·45
In progress	21·62	54·80	297·15	311·95	...	...	381·57	267·72
Total length sanctioned	1,585·58	961·57	1,513·94	1,295·65	366·77	33·10	656·08	1,154·17

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1897.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	6,543·01
...	...	...	...	...	...	...	...	...	...	...	1,080·66
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	7,623·67
...	...	...	...	...	...	...	...	...	...	...	598·41
...	...	...	...	...	...	...	...	...	...	...	45·03
...	...	...	...	...	...	...	...	...	...	...	643·44
...	...	...	...	...	...	...	...	...	...	...	179·61
...	...	...	...	...	...	...	...	...	...	...	204·31
...	...	...	...	...	...	...	...	...	...	...	383·92
...	66·60	...	...	...	...	...	...	...	...	...	188·30
389·81	39·03	...	...	...	...	...	...	...	...	...	428·84
389·81	105·63	...	...	...	...	...	...	...	...	...	617·14
...	...	424·39	...	...	...	379·69	...	...	...	...	804·08
...	...	176·59	...	...	...	50·29	...	...	...	...	226·88
...	...	600·98	...	...	...	429·98	...	...	...	...	1,030·96
...	...	...	...	...	...	...	...	...	51·00	7·80	58·80
...	...	...	...	...	...	...	...	...	...	9·64	14·45
...	...	...	...	...	...	...	...	...	51·00	17·44	73·25
34·37	362·60	1,070·89	233·81	...	...	379·69	...	...	51·00	7·80	8,372·21
389·81	39·03	176·59	...	...	...	50·29	...	...	...	9·64	2,000·17
424·18	401·63	1,247·48	233·81	...	...	429·98	...	...	51·00	17·44	10,372·38

APPENDIX

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY COMPANY.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	56·67	...	...
Total length sanctioned	...	...	...	...	...	56·67	...	...
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	28·00	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	28·00	...
ASSISTED COMPANIES.								
Opened for traffic	...	15·52	51·00	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	15·52	51·00	...	...	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY.								
Opened for traffic	...	71·66	...	...	...	...	...	...
In progress	...	26·17	...	...	...	...	...	...
Total length sanctioned	...	97·83	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	22·12	...	...	...	...	...
In progress	...	...	2·38	...	...	...	...	...
Total length sanctioned	...	...	24·50	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	87·18	73·12	...	...	...	28·00	...
In progress	...	26·17	2·38	...	...	56·67	...	...
Total length sanctioned	...	113·35	75·50	...	...	56·67	28·00	...
TOTAL ALL RAILWAYS.								
Opened for traffic	2,802·40	2,297·32	2,921·86	2,909·15	2,294·90	1,179·99	302·51	886·45
In progress	251·87	281·51	872·23	504·81	582·06	166·34	381·57	267·72
Total length sanctioned	3,054·27	2,578·83	3,794·09	3,413·96	2,876·96	1,346·33	684·08	1,154·17
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	...	...	31·12	39·50	13·03	...	28·10	7·76
In progress	...	...	69·00	...	...	...	35·00	...
Total length sanctioned	...	...	100·12	39·50	13·03	...	63·10	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1897.

Hydera-bad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	56·67
...	...	...	...	...	...	...	...	...	...	...	56·67
...	...	...	...	...	...	...	...	...	...	...	28·00
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	28·00
6·23	...	...	...	...	...	...	...	...	...	...	72·75
...	...	...	...	...	...	...	...	...	...	...	...
6·23	...	...	...	...	...	...	...	...	...	...	72·75
...	...	...	...	...	...	...	...	...	...	...	71·66
...	...	...	...	...	...	...	...	...	...	...	26·17
...	...	...	...	...	...	...	...	...	...	...	98·83
...	...	...	...	...	...	...	...	...	...	...	22·12
...	...	...	...	...	...	...	...	...	...	...	2·38
...	...	...	...	...	...	...	...	...	...	...	24·50
...	...	...	...	...	...	94·36	...	...	...	...	94·36
...	...	...	72·96	...	...	...	...	...	...	...	72·96
...	...	...	72·96	...	...	94·36	...	...	...	...	167·32
6·23	...	...	...	...	...	94·36	...	...	...	...	288·89
...	...	...	72·96	...	...	...	...	...	...	...	158·18
6·23	...	...	72·96	...	...	94·36	...	...	...	...	447·07
509·59	428·63	1,090·48	971·63	414·85	689·63	474·05	164·89	15·92	51·00	7·80	20,413·05
389·81	39·03	234·24	101·29	...	5·30	50·29	...	...	...	9·64	4,137·71
899·40	467·66	1,324·72	1,072·92	414·85	694·93	524·34	164·89	15·92	51·00	17·44	24,550·76
...	...	...	...	...	...	...	...	...	...	...	119·51
...	...	...	...	...	...	...	...	...	...	...	104·00
...	...	...	...	...	...	...	...	...	...	...	223·51

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Naini junction.	Commences at: Nearest railway station.	Ends at: Distance from Naini junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE.		Miles. Feet.		Miles. Feet.		Miles. Feet.
I	East Indian	Rewah*	29 295	Shiurájpur	34 990	Bargarh	5 695
		Rewah*	43 2,715	Bargarh	46 3,012	Dabhaura	3 297
		Rewah*	47 372	Dabhaura	51 2,482	Dabhaura	4 2,110
		Rewah*	98 1,683	Jaitwár	112 3,241	Sutna	14 1,558
		Baraundha*	83 4,122	Majhgawán	84 1,510	Majhgawán	... 2,669
		Kothi*	84 1,510	Majhgawán	85 2,711	Majhgawán	1 1,201
		Kothi*	90 896	Majhgawán	91 321	Majhgawán	... 4,705
		Sohawal*	85 2,711	Majhgawán	87 3,990	Majhgawán	2 1,279
		Sohawal*	91 321	Majhgawán	95 5,156	Jaitwár	4 4,835
		Panna*	87 3,990	Majhgawán	90 896	Majhgawán	2 2,186
		Nagode*	95 5,156	Jaitwár	98 1,683	Jaitwár	2 1,807
		Nagode*	112 3,241	Sutna	128 2,099	Maihar	15 4,138
		Maihar*	128 2,099	Maihar	160 4,525	Jukehi	32 2,426
						Total	89 3,506
			Distance from Nágpur junction.		Distance from Nágpur junction.		
III	Bengal-Nágpur	Khairagarh	114 3,871	Bortalão	139 1,705	Musrá	24 3,114
		Nándgaon	139 1,705	Musrá	158 2,747	Muripár	19 1,042
		Sakti	302 ...	Báráduár	311 2,560	Sakti	9 2,560
		Raigarh	311 2,560	Sakti	349 3,841	Jamga	38 1,281
		Gángpur	349 3,841	Jamga	365 3,648	Belpahár	15 5,087
		Gángpur	397 ...	Bágdehi	403 204	Bámra	6 204
		Gángpur	419 615	Gárpos	463 2,500	Jaraikela	44 1,885
		Bámra	403 204	Bámra	419 615	Gárpos	16 411
		Sarikela, including Banksai and Dugni zamindaris	514 1,400	Amda	541 2,076	Kandra	7 676
	Katni branch	Rewah	329 3,874	Khairi	430 3,939	Chandia	101 65
						Total	282 485
			Distance from Itársi junction.		Distance from Itársi junction.		
IV	Indian Midland—						
	Bhopal-Jhánsi-Agra section.	Bhopal	56 5,023	Bhopal	87 3,105	Bhilsa	30 3,362
		Gwalior	87 3,105	Bhilsa	116 3,160	Básoda	29 55
		Kurwai	116 3,160	Básoda	117 1,096	Básoda	... 3,216
		Gwalior	117 1,096	Básoda	120 2,756	Bágru	3 1,660
		Kurwai	120 2,756	Bágru	122 216	Bágru	1 2,740
		Gwalior	122 216	Bágru	128 2,206	Kalhar	6 1,990
		Bhopal	128 2,206	Kalhar	129 5,206	Bamora	1 3,000
		Kurwai	129 5,206	Bamora	131 3,186	Bamora	1 3,260
		Kurwai	132 4,866	Bamora	137 4,316	Kethora	4 4,730
		Orchha	212 129	Basai	213 3,534	Basai	1 3,405
		Khaniadhána	213 3,534	Basai	217 2,539	Basai	3 4,285
		Datia	248 1,961	Datia	266 4,990	Dabra	18 3,029
		Gwalior	266 4,990	Dabra	334 1,591	Hetampur	67 1,881
		Dholpur	334 1,591	Hetampur	353 4,745	Saiya	19 3,154
	Jhánsi-Mánikpur section.	Orchha	242 477	Jhánsi	243 2,547	Jhánsi	1 2,070
		Orchha	244 1,097	Jhánsi	246 357	Barwa Ságar	1 4,540
		Orchha	246 3,937	Barwa Ságar	249 2,907	Barwa Ságar	2 4,250
		Orchha	252 437	Barwa Ságar	258 647	Teharka	6 210
		Orchha	248 4,287	Teharka	258 4,587	Teharka	10 300
		Orchha	260 1,087	Teharka	267 3,467	Teharka	7 2,380
		Alipura	286 2,217	Harpálpur	290 4,107	Harpálpur	4 1,890
		Alipura	292 3,927	Harpálpur	293 1,517	Harpálpur	... 2,870
		Garauli	300 827	Jaitpur	301 1,327	Jaitpur	1 500
		Chobe Jagir	391 322	Tamlia	396 2,467	Chitrakot	5 2,145
	Jhánsi-Cawnpore section.	Samther	263 4,907	Moth	268 1,617	Moth	4 1,990
		Samther	276 4,317	Púnch	279 2,877	Púnch	2 3,840
		Samther	281 767	Púnch	284 3,277	Púnch	3 2,510
						Total	242 622
						Carried over	613 4,613

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Godhra.	Commences at: Nearest railway station.	Ends at: Distance from Godhra.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE —*continued.*					Brought forward .	613 4,613
VI	GODHRA-RUTLAM-NÁGDÁ—						
	GODHRA TO RUTLAM	Baria . .	14 1,940	Sunth Road .	15 2,400	Sunth Road .	1 460
		Baria . .	15 4,150	Sunth Road .	35 1,041	Jékót . .	19 2,171
		Jhabua . .	59 2,234	Anás . .	66 324	Meghnagar .	6 3,370
		Bori . .	66 324	Meghnagar .	68 864	Meghnagar .	2 540
		Jhabua . .	68 864	Meghnagar .	75 1,404	Bajranggarh .	7 540
		Indore . .	75 1,404	Bajranggarh .	83 3,617	Amargarh .	8 2,213
		Jhabua . .	83 3,617	Amargarh .	84 4,137	Amargarh .	1 520
		Indore . .	84 4,137	Amargarh .	88 544	Bamnia . .	3 1,687
		Jhabua . .	88 544	Bamnia .	91 2,534	Bhairongarh .	3 1,990
		Sailana . .	91 2,534	Bhairongarh .	107 3,059	Marwani . .	16 525
		Rutlam . .	107 3,059	Marwani .	115 735	Rutlam . .	7 2,956
			Distance from Rutlam.		Distance from Rutlam.	TOTAL .	76 1,132
	RUTLAM TO NAGDA .	Rutlam . .	... ...	Rutlam .	... 4,464	Rutlam . .	... 4,464
		Sailana . .	... 4,464	Rutlam . .	1 5,234	Rutlam . .	1 770
		Rutlam . .	1 5,234	Rutlam . .	4 75	Bangrod . .	2 121
		Sailana . .	4 75	Bangrod .	6 4,645	Bangrod . .	2 4,570
		Gwalior . .	6 4,645	Bangrod .	26 11	Nagda . .	19 646
						TOTAL .	26 11
			Distance from Dhond junction.		Distance from Dhond junction.		
VIII	DHOND-MANMÁD .	Hyderabad .	105 3,432	Puntámba .	107 2,145	Samvatsar .	1 3,993
			Distance from Kurrachee.		Distance from Kurrachee.		
XI	NORTH WESTERN .	Patiála . .	951 1,250	Sánahwál .	955 1,700	Doráha . .	4 450
		Patiála . .	956 2,800	Doráha . .	957 1,850	Chawa . .	... 4,330
		Patiála . .	963 400	Chawa . .	964 2,350	Khanna . .	1 1,950
		Patiála . .	969 3,830	Khanna . .	970 4,069	Sirhind . .	1 239
		Nábha . .	970 4,069	Khanna . .	970 5,080	Sirhind . .	... 1,011
		Patiála . .	970 5,080	Sirhind . .	1,002 3,800	Umballa City .	31 4,000
		Kapurthala .	882 3,803	East bank, Beas	893 1,133	Hamira . .	10 2,610
		Kapurthala .	910 509	Jullundur Cantonment .	921 918	Phagwara . .	11 409
		Bahawalpur* .	407 1,668	Dhaudi . .	554 3,777	Adamwahan bridge .	147 2,109
		Kaláb . .	359 3,749	Jacobabad .	Undefined .	†	†
			Distance from Moghal Sarai.		Distance from Moghal Sarai.	TOTAL .	208 1,268
XII	OUDH AND ROHILKHAND.	Rámpur . .	376 3,264	Mungra	377 1,244	Mungra . .	... 3,260
		Rámpur . .	377 3,654	Milak . .	396 1,989	Rámpur . .	18 3,615
						TOTAL .	19 1,595
			Distance from Bombay.		Distance from Bombay.		
XVIII	GREAT INDIAN PENINSULA.	Akalkot* . .	298 4,257	Tilate . .	315 2,970	Boroti . .	16 3,993
		Kurundvád .	315 2,970	Boroti . .	324 478	Dudhni . .	8 2,788
		Hyderabad .	324 468	Dudhni . .	442 236	Ráichúr . .	117 5,048
XIX	BOMBAY, BARODA AND CENTRAL INDIA—	Hyderabad .	300 1,402	Khámkhed .	452 825	Pulgaon . .	151 4,703
						TOTAL .	295 692
	BOMBAY TO AHMEDABAD.	Baroda* . .	134 2,290	Bilimora .	137 3,855	Amalsád . .	3 1,565
		Baroda* . .	137 5,157	Amalsád .	138 2,797	Amalsád . .	... 2,920
		Sachin* . .	142 2,230	Amalsád .	143 4,676	Vedcha . .	1 2,446
		Baroda* . .	148 1,942	Navsári . .	156 2,134	Sachin . .	8 192
		Sachin* . .	156 2,134	Sachin . .	160 4,446	Sachin . .	4 2,312
		Baroda* . .	177 1,994	Sáyan . .	177 2,657	Sáyan . .	... 663
		Baroda* . .	182 4,237	Kim . .	190 2,344	Pánoli . .	7 3,387
		Baroda* . .	217 4,285	Pálej . .	218 3,980	Pálej . .	... 4,975
		Baroda* . .	219 4,898	Pálej . .	258 3,140	Vásad . .	38 3,522
		Baroda* . .	286 1,296	Nadiád . .	287 3,261	Mehmadabad .	1 1,965
	AHMEDABAD TO WADHWÁN.	Bajána . .	357 3,960	Sábli Road .	359 1,760	Sábli Road .	1 3,080
		Bajána . .	360 1,795	Sábli Road .	366 3,510	Lilápur Road .	6 1,715
		Lakhtar . .	366 3,510	Lilápur Road .	366 3,750	Lilápur Road .	... 240
		Lakhtar . .	369 4,240	Lilápur Road .	378 4,170	Lakhtar . .	8 5,210
		Wadhwán . .	378 4,170	Lakhtar . .	389 3,020	Wadhwán . .	10 4,130
						TOTAL .	94 1,362
						Carried over .	1,334 4,106

* The lands occupied by the North Western (state), Great Indian Peninsula and the Bombay, Baroda and Central India railways in the states marked with asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

† Not known.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commence at: Distance from Viramgám junction.	Commence at: Nearest railway station.	Ends at: Distance from Viramgám junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XIX	Bombay, Baroda and Central India—*concld.*					Brought forward .	1,334 4,106
	Pátri branch .	Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Bajána . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
			Distance from Madras.		Distance from Madras.	Total .	13 3,781
XX	Madras—South-west line—						
	Bangalore branch	Mysore . .	163 1,459	Kámasamudram	219 1,875	Bangalore City .	56 416
	North-west line	Hyderabad .	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
			Distance from Delhi.		Distance from Delhi.	Total .	72 4,836
XXI	Delhi-Umballa-Kalka.	Patiála . .	131 686	Lalru . .	136 2,940	Ghaggar . .	5 2,254
		Kalsia . .	136 2,940	Ghaggar .	137 4,900	Ghaggar . .	1 1,960
		Patiála . .	137 4,900	Ghaggar .	138 5,220	Ghaggar . .	1 320
		Kalsia . .	138 5,220	Ghaggar .	142 4,623	Ghaggar . .	3 4,683
		Kalsia . .	144 3,250	Ghaggar .	147 3,355	Ghaggar . .	3 105
		Patiála . .	154 4,463	Chandigarh .	160 4,262	Kalka . .	5 5,079
		Patiála . .	161 836	Kalka . .	161 2,736	Kalka . .	... 1,990
			Distance from Jalamb junction.		Distance from Jalamb junction.	Total .	21 551
XXVII	Khámgaon . .	Hyderabad .	...	Jalamb . .	7 2,889	Khámgaon .	7 2,889
			Distance from Badnera junction.		Distance from Badnera junction.		
XXVIII	Amráoti . .	Hyderabad .	...	Badnera .	5 2,300	Amráoti . .	5 2,300
			Distance from Itársi junction.		Distance from Itársi junction.		
XXIX	Bína-Goona—	Gwalior . .	157 652	Mangavali .	216 5,012	Goona . .	59 4,360
			Distance from Bhopal.		Distance from Bhopal.		
XXX	Bhopal-Ujjain	Bhopal . .	... ...	Bhopal . .	32 455	Parbati . .	32 455
		Gwalior . .	32 455	Parbati . .	90 2,755	Maksi . .	58 2,300
		Indore . .	90 2,755	Maksi . .	100 1,655	Tajpur . .	9 4,180
		Dewas (senior) .	100 1,655	Tajpur . .	102 1,305	Tajpur . .	1 4,930
		Gwalior . .	102 1,305	Tajpur . .	114 55	Ujjain . .	11 4,030
			Distance from Itársi junction.		Distance from Itársi junction.	Total .	114 55
XXXI	Bhopal-Itársi (Native state section).	Bhopal . .	13 660	Hoshangabad .	56 5,023	Bhopal . .	43 4,363
			Distance from Wádi junction.		Distance from Wádi junction.		
XXXII	The Nizam's Guaranteed state.	Hyderabad .	...	Wádi . .	312 4,893	Gangineni .	312 4,893
		Hyderabad .	111 2,800	Husain Ságar .	115 280	Hyderabad .	3 2,760
		Hyderabad .	115 2,421	Trimulgherry .	117 3,440	Trimulgherry .	2 1,019
		Hyderabad .	254 4,481	Dornakal .	271 1,754	Mineral terminus	16 2,553
			Distance from Rutlam.		Distance from Rutlam.	Total .	335 665
XXXIII	Nágdá-Ujjain .	Gwalior . .	26 11	Nágdá . .	60 1,772	Ujjain . .	34 1,711
			Distance from Ánand junction.		Distance from Ánand junction.		
XXXIV	The Gaekwar's Petlád—						
	Ánand to Petlád	Baroda . .	6 420	Agás . .	13 1,860	Petlád . .	7 1,440
						Carried over .	2,049 4,657

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Madras.	Commences at: Nearest railway station.	Ends at: Distance from Madras.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE—*concld.*					Brought forward	2,049 4657
XXXV	Kolar Gold-fields	Mysore . .	175 2,444	Bowringpet .	185 2,151	Marikuppam .	9 4,987
			Distance from Kurrachee.		Distance from Kurrachee.		
XXXVI	Rájpura-Bhátinda.	Patiála . .	992 3,865	Rájpura .	1,013 4,500	Dhablán . .	21 635
		Nábha . .	1,013 4,500	Dhablán .	1,017 1,890	Nábha .	3 2,670
		Patiála . .	1,017 1,890	Dhablán .	1,019 2,700	Nábha . .	2 810
		Nábha . .	1,019 2,700	Dhablán .	1,025 5,250	Nábha . .	6 2,550
		Patiála . .	1,025 5,250	Nábha . .	1,028 420	Chintanwala .	2 450
		Nábha . .	1,028 420	Nábha . .	1,029 45	Chintanwala .	... 4,905
		Patiála . .	1,029 45	Nábha . .	1,033 4,830	Chintanwala .	4 4,785
		Nábha . .	1,033 4,830	Chintanwala .	1,036 110	Dhuri . .	2 560
		Patiála . .	1,036 110	Dhuri . .	1,073 3,740	Tappa . .	37 3,630
		Nábha . .	1,075 1,600	Tappa . .	1,080 1,560	Rámpura Phúl .	4 5,240
		Patiála . .	1,080 1,560	Rámpura Phúl	1,081 210	Bhuchchu .	... 3,930
		Nabha . .	1,081 210	Rámpura Phúl	1,081 2,600	Bhuchchu .	... 2,390
		Patiála . .	1,093 2,350	Bhuchchu .	1,100 2,941	Bhátinda . .	7 591
						Total .	94 1,466
XXXVII	Jammu and Kashmir (Native State section).	Kashmir . .	920 2,640	Suchetgarh .	936 2,217	Tawi .	15 4,857
						Total standard gauge.	2,170 127
	METRE GAUGE		Distance from Delhi junction.		Distance from Delhi junction.		
XL	Rajputana-Malwa—						
	Delhi to Ahmedabad.	Pataudi . .	35 2,090	Játaoli . .	39 3,824	Játaoli . .	4 1,734
		Pataudi . .	41 1,215	Játaoli . .	41 2,529	Játaoli . .	... 1,314
		Nábha . .	57 4,626	Báwal . .	68 791	Ajeráka . .	10 1,445
		Ulwur . .	68 791	Ajeráka . .	125 1,416	Baswa . .	57 625
		Jeypore . .	125 1,416	Baswa . .	245 3,100	Sáli . . .	120 1,684
		Jeypore . .	245 4,460	Sáli . .	246 570	Sáli . . .	... 1,390
		Jeypore . .	246 1,025	Sáli . .	247 2,645	Tilaunia . .	1 1,620
		Kishengurh .	245 3,100	Sáli . .	245 4,460	Sáli . . .	... 1,360
		Kishengurh .	246 570	Sáli . .	246 1,025	Sáli . . .	... 455
		Kishengurh .	247 2,645	Tilaunia .	249 1,173	Tilaunia . .	1 3,808
		Kishengurh .	251 1,109	Tilaunia .	261 217	Kishengurh .	9 4,388
		Jodhpore . .	318 888	Sendra . .	431 4,261	Keshavganj .	113 3,373
		Sirohee . .	431 4,261	Keshavganj .	472 1,508	Maval . .	40 2,527
		Pálanpur . .	472 1,508	Maval . .	511 4,520	Chhápi . .	39 3,012
		Baroda . .	511 4,520	Chhápi . .	568 750	Kálol . .	56 1,510
						Total .	455 3,845
			Distance from Phulera junction.		Distance from Phulera junction.		
	Sámbhar branch.	Jeypore and Jodhpore .	1 2,518	Phulera .	6 3,180	Sámbhar . .	5 662
		Jodhpore . .	6 3,180	Sámbhar .	21 5,214	Kuchámán Road	15 2,034
						Total .	20 2,696
			Distance from Agra junction.		Distance from Agra junction.		
	Agra branch .	Bhurtpore . .	21 3,744	Ikran . .	58 4,902	Kherli . .	37 1,158
		Ulwur . .	58 4,902	Kherli . .	67 2,183	Ghosráná . .	8 2,561
		Ulwur . .	68 2,762	Ghosráná .	69 2,889	Ghosráná . .	1 127
		Ulwur . .	76 140	Hindaun Road	77 2,604	Rámpura . .	1 2,464
		Ulwur . .	78 1,046	Rámpura .	83 1,317	Biwai . .	5 271
		Ulwur . .	85 3,029	Biwai . .	87 4,766	Biwai . .	2 1,737
		Jeypore . .	67 2,183	Ghosráná .	68 2,762	Ghosráná . .	1 579
		Jeypore . .	69 2,889	Ghosráná .	76 140	Hindaun Road .	6 2,531
		Jeypore . .	77 2,604	Rámpura .	78 1,046	Rámpura . .	... 3,722
		Jeypore . .	83 1,317	Biwai . .	85 3,029	Biwai .	2 1,712
		Jeypore . .	87 4,766	Biwai . .	93 2,758	Bándikui . .	5 3,272
						Total .	71 4,294
						Carried over .	548 275

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Ajmere junction.	Commences at: Nearest railway station.	Ends at: Distance from Ajmere junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XL	RAJPUTANA-MALWA—*contd.*					Brought forward	548 275
	MALWA SECTION (AJMERE TO KHANDWA).	Oodeypore	41 1,950	Barl	122 5,030	Shambhúpúra	81 3,080
		Oodeypore	125 5,090	Shambhúpúra	127 1,250	Shambhúpúra	1 1,440
		Tonk	122 5,030	Shambhúpúra	125 5,090	Shambhúpúra	3 60
		Tonk	127 1,250	Shambhúpúra	138 2,200	Kesarpura	11 950
		Tonk	143 2,700	Kesarpura	145 1,200	Neemuch	1 3,780
		Gwalior	138 2,200	Kesarpura	143 2,700	Kesarpura	5 500
		Gwalior	145 1,200	Neemuch	163 2,400	Malhárgarh	18 1,200
		Gwalior	174 2,720	Tharod	205 5,130	Dhodhar	31 2,410
		Gwalior	249 3,900	Runija	258 3,160	Barnagar	8 4,540
		Gwalior	259 4,070	Barnagar	271 1,700	Chambal	11 2,910
		Gwalior	278 2,360	Fatehabad	281 3,600	Fatehabad	3 1,240
		Indore and Gwalior combined	282 2,900	Fatehabad	283 4,712	Fatehabad	1 1,812
		Gwalior	285 1,400	Ajnod	285 4,050	Ajnod	... 2,650
		Indore and Gwalior combined	288 1,700	Ajnod	289 1,126	Ajnod	... 4,706
		Gwalior	292 150	Ajnod	294 150	Pália	2 ...
		Jaora	163 2,400	Malhárgarh	170 1,700	Píplia	6 4,580
		Jaora	171 4,980	Tharod	172 4,280	Tharod	... 4,580
		Jaora	173 1,000	Tharod	173 1,650	Tharod	... 650
		Jaora	205 5,130	Dhodhar	219 4,080	Námli	13 4,230
		Indore	170 1,700	Píplia	171 4,980	Tharod	1 3,280
		Indore	172 4,280	Tharod	173 1,000	Tharod	... 2,000
		Indore	173 1,650	Tharod	174 2,720	Tharod	1 1,070
		Indore	271 1,700	Chambal	278 2,360	Fatehabad	7 660
		Indore	281 3,600	Fatehabad	282 2,900	Fatehabad	... 4,580
		Indore	283 4,712	Fatehabad	285 1,400	Ajnod	1 1,968
		Indore	285 4,050	Ajnod	288 1,700	Ajnod.	2 2,930
		Indore	289 1,126	Ajnod	292 150	Ajnod.	2 4,304
		Indore	294 150	Pália	355 ...	Mortakka	60 5,130
		Indore	358 1,200	Sanáwad	363 1,800	Nimar Kheri	5 600
		Indore	366 3,300	Nimar Kheri	367 1,450	Nimar Kheri	... 3,430
		Rutlam	219 4,080	Námli	222 3,050	Námli	2 4,250
		Rutlam	222 5,050	Námli	226 650	Námli	3 880
		Rutlam	229 550	Rutlam	235 400	Rutlam	5 5,130
		Rutlam	235 1,050	Rutlam	242 4,830	Naugánwán	7 3,780
		Rutlam	244 4,880	Naugánwán	246 4,930	Naugánwán	2 50
		Sailána	222 3,050	Námli	222 5,050	Námli	... 2,000
		Sailána	226 650	Námli	229 550	Rutlam	2 5,180
		Sailána	235 400	Rutlam	235 1,050	Rutlam	... 650
		Sailána	242 4,830	Naugánwán	244 4,880	Naugánwán	2 50
		Sailána	246 4,930	Naugánwán	249 600	Runija	2 950
		Dhár	249 600	Runija	249 3,900	Runija	... 3,300
		Dhár	258 3,160	Barnagar	259 4,070	Barnagar	1 910
						TOTAL	319 2,080
			Distance from Fatehabad junction.		Distance from Fatehabad junction.		
	UJJAIN BRANCH	Gwalior	...	Fatehabad	10 400	Ujjain	10 400
		Indore	10 400	Ujjain	10 2,700	Ujjain	... 2,300
		Gwalior	10 2,700	Ujjain	14 1,500	Ujjain	3 4,080
						TOTAL	14 1,500
			Distance from Rewári junction.		Distance from Rewári junction.		
	REWÁRI TO FEROZEPORE.	Dujána	19 1,300	Kosli	19 3,350	Kosli	... 2,050
		Dujána	20 220	Kosli	22 430	Jhárlí	2 210
		Jínd	29 2,975	Jhárlí	45 2,000	Mánheru	15 4,305
		Patiála	164 2,100	Kalánwáli	190 2,330	Goniána	26 230
		Patiála	190 4,000	Goniána	191 300	Goniána	... 1,580
		Farídkot	190 2,330	Goniána	190 4,000	Goniána	... 1,670
		Farídkot	191 300	Goniána	195 2,400	Goniána	4 2,100
		Farídkot	203 2,475	Jaitu	231 2,200	Golehwála	27 5,005
		Nábha	195 2,400	Goniána	203 2,475	Jaitu	8 75
						TOTAL	85 1,385
						Carried over	966 5,240

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Kot Kapúra junction.	Commences at: Nearest railway station.	Ends at: Distance from Kot Kapúra junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XL	RAJPUTANA-MALWA—*concld.*					Brought forward	966 5,240
	FÁZILKA BRANCH .	Farídkot . .	...	Kot Kapúra .	7 2,350	Bariwála . .	7 2,350
			Distance from Cawnpore.		Distance from Cawnpore.		
	CAWNPORE TO ACHNERA.	Bhurtpore .	221 3,540	Bhainsa . .	225 384	Bhainsa . .	3 2,124
			Distance from Pálanpur.		Distance from Pálanpur.		
XLI	PÁLANPUR-DEESA .	Pálanpur . .	...	Pálanpur .	17 2,240	Deesa . .	17 2,240
			Distance from Portuguese frontier.		Distance from Portuguese frontier.		
XLII	SOUTHERN MAHRATTA—MAIN LINE.	Hyderabad .	126 3,813	Harlápur .	161 488	Munirabad .	34 1,955
		Akalkot . .	395 4,488	Tarlupádu .	405 3,549	Márkapur Road .	9 4,341
		Akalkot . .	408 3,436	Márkapur Road	409 2,845	Gajjalakonda .	... 4,689
		Akalkot . .	412 1,883	Gajjalakonda .	429 3,300	Kurichédu .	17 1,417
						TOTAL .	62 1,842
			Distance from Londa junction.		Distance from Londa junction.		
	POONA BRANCH .	Kurundvád .	26 1,125	Desur . .	28 4,325	Desur . .	2 3,200
		Sángli . .	37 4,150	Sulebhávi .	38 2,975	Sulebhávi . .	... 4,105
		Sángli . .	41 2,625	Sulebhávi .	47 1,250	Suldhál . .	5 3,905
		Kurundvád .	49 3,375	Suldhál .	50 2,200	Suldhál . .	... 4,105
		Kolhápur .	79 3,500	Chikodi Road .	80 3,100	Chikodi Road	... 4,880
		Kurundvád .	80 3,100	Chikodi Road .	82 3,350	Raibag . .	2 250
		Kolhápur .	82 3,350	Raibag . .	88 4,125	Raibag . .	6 775
		Kolhápur .	91 50	Raibag . .	94 4,000	Kudchi . .	3 3,950
		Sángli . .	99 900	Kudchi . .	103 1,825	Shedbal . .	4 925
		Miraj . .	108 1,875	Shedbal . .	110 4,280	Shedbal . .	2 2,405
		Sángli . .	110 4,280	Shedbal . .	113 5,125	Miraj . .	3 845
		Miraj . .	113 5,125	Miraj . .	119 5,230	Miraj . .	6 105
		Sángli . .	123 1,900	Sángli . .	123 2,200	Sángli . .	... 300
		Miraj . .	123 2,000	Sángli . .	125 2,480	Sángli . .	2 480
		Sángli . .	125 2,480	Sángli . .	126 2,950	Sángli . .	1 470
		Sángli . .	127 1,600	Sángli . .	130 2,120	Tásgaon Road .	3 520
		Aundh . .	142 1,800	Kundal Road .	143 2,590	Kundal Road .	1 790
		Sángli . .	143 2,575	Kundal Road .	143 4,825	Kundal Road .	... 2,250
		Aundh . .	144 2,825	Kundal Road .	145 1,575	Takari . .	... 4,030
		Sángli . .	145 1,575	Takari . .	146 1,850	Takari . .	1 275
		Sángli . .	146 3,950	Takari . .	147 1,340	Takari . .	... 2,670
		Aundh . .	150 3,420	Takari . .	151 3,160	Shenoli . .	... 5,020
		Aundh . .	164 4,225	Karad . .	165 1,380	Karad . .	... 2,435
		Jamkhandi .	169 3,250	Masur . .	171 1,675	Masur . .	1 3,705
		Phaltan . .	212 2,575	Wathar . .	224 140	Lonand . .	11 2,845
						TOTAL .	63 2,440
			Distance from Gadag junction.		Distance from Gadag junction.		
	BIJÁPUR BRANCH .	Rámdrug . .	21 2,030	Mallápur .	26 3,380	Álúr . .	5 1,350
		Sángli . .	149 3,980	Lachyán .	153 5,250	Lachyán . .	4 1,270
		Akalkot . .	156 1,320	Lachyán .	166 2,860	Tadval . .	10 1,540
						TOTAL .	19 4,160
			Distance from Hubli junction.		Distance from Hubli junction.		
	HARIHAR BRANCH	Jamkhandi .	5 807	Kundgol .	18 4,826	Gudgeri . .	13 4,019
		Miraj (Junior) .	18 4,826	Gudgeri .	23 4,284	Yalvigi . .	4 4,738
		Savanúr . .	30 2,009	Hattimattur .	30 2,656	Hattimattur .	... 647
		Savanúr .	37 588	Karajgi . .	38 4,558	Karajgi . .	1 3,970
						TOTAL .	20 2,814
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA).	Mysore . .	81 ...	Harihar . .	377 ...	Mysore . .	296 ...
						Carried over .	1,457 2,090

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Sára.	Commences at: Nearest railway station.	Ends at: Distance from Sára.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.	Brought forward .	Miles. Feet. 1,457 2,090
XLIX	EASTERN BENGAL (NORTHERN SECTION).	Cooch Behar .	157 2,253	Haldibári .	163 1,891	Mandalghát .	5 4,918
			Distance from Mehsána junction.		Distance from Mehsána junction.		
LX	THE GAEKWAR'S MEHSÁNA—						
	MEHSÁNA TO VIRAMGÁM.	Baroda . .	...	Mehsána .	10 800	Jhotana . .	10 800
		Kotosan and Ijpura estates (Mahi Kántha Agency).	10 800	Jhotana .	12 4,090	Jhotana . .	2 3,290
	MEHSÁNA TO PÁTAN	Baroda . .	...	Mehsána .	24 3,680	Pátan . .	24 3,680
	MEHSÁNA TO KHERÁLU.	Baroda . .	...	Mehsána . .	27 3,140	Kherálu . .	27 3,140
			Distance from Miraj junction.		Distance from Miraj junction.	TOTAL .	65 350
LXI	KOLHÁPUR . .	Miraj . .	...	Miraj . .	3 2,112	Miraj . .	3 2,112
		Kolhápur . .	5 2,323	Shirol Road .	29 1,056	Kolhápur . .	23 4,013
			Distance from Yesvantpur.			TOTAL .	27 845
LXII	YESVANTPUR-MYSORE FRONTIER.	Mysore . .	...		Distance from Yesvantpur.		
			Distance from Mysore.	Yesvantpur .	51 1,848	Dod Kurugod .	51 1,848
LXIII	MYSORE-NANJANGÚD	Mysore . .	...		Distance from Mysore.		
LXVI	JODHPORE-BICKANEER—		Distance from Marwar junction.	Mysore . .	15 1,320	Nanjangúd .	15 1,320
	MARWAR RAILWAY JUNCTION TO KUCHÁMAN ROAD	Jodhpore . .	...		Distance from Marwar junction.		
		Jodhpore . .	128 ...	Marwar . .	201 ...	Kuchámán Road	201 ...
		Bickaneer .	187 2,590	Merta Road .	187 2,590	Bhagu . .	59 2,590
	MERTA ROAD TO BICKANEER.	Jodhpore . .	187 4,326	Bhagu . .	187 4,326	Bhagu . .	... 1,736
		Bickaneer .	188 340	Bhagu . .	188 340	Bhagu . .	... 1,294
	LÚNI JUNCTION TO PACHPADRA.	Jodhpore . .	44 ...	Bhagu . .	231 ...	Bickaneer . .	42 4,940
			Distance from Chitorgarh.	Lúni junction .	104 ...	Pachpadra .	60 ...
LXVII	ODEYPORE-CHITOR .	Odeypore .	1 3,575		Distance from Chitorgarh.	TOTAL .	364 ...
LXVIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR—		Distance from Bhávnagar Bandar.	Berach, near Chitorgarh	62 351	Debari, near Odeypore.	60 2,056
	BHÁVNAGAR TO WADHWÁN.	Bhávnagar .	...		Distance from Bhávnagar Bandar.		
		Bhávnagar .	5 1,500	Bhávnagar .	3 3,900	Ghadechi . .	3 3,900
		Shampura Girassia	9 2,920	Ghadechi .	9 2,920	Vartej . .	4 1,420
		Bhávnagar .	10 4,380	Vartej . .	10 4,380	Vartej . .	1 1,460
		Bhojapura Girassia	11 300	Vartej . .	11 300	Vartej . .	... 1,200
		Bhávnagar .	11 2,500	Vartej . .	11 2,500	Sihor . .	... 2,200
		Songad Girassia .	18 1,900	Sihor . .	18 1,900	Songad . .	6 4,680
		Bhávnagar .	19 3,380	Songad . .	19 3,380	Songad . .	1 1,480
		Vaori Girassia .	25 2,900	Songad . .	25 2,900	Sanoshra . .	5 4,800
		Bhávnagar .	28 1,800	Sanoshra .	28 1,800	Sanoshra . .	2 4,180
		Wangdra Girassia	32 3,360	Sanoshra .	32 3,360	Dhola . .	4 1,560
		Bhojavadar Girassia	33 1,850	Dhola . .	33 1,850	Dhola . .	... 3,770
		Chabharia Girassia	35 3,100	Dhola . .	35 3,100	Dhola . .	2 1,250
		Bhávnagar .	38 1,200	Dhola . .	38 1,200	Ujalváv . .	2 3,380
		Ramanka Girassia	38 2,700	Ujalváv .	38 2,700	Ujalváv . .	... 1,500
		Chitravad Girassia	39 2,950	Ujalváv .	39 2,950	Ujalváv . .	1 250
		Alampura Girassia under Chamardi Thana .	40 4,280	Ujalváv .	40 4,280	Ujalváv . .	1 1,330
		Vala . .	43 2,700	Ujalváv .	43 2,700	Ningála . .	2 3,700
		Ishwaria Girassia under Baroda State . .	44 1,550	Ningála . .	44 1,550	Ningála . .	... 4,130
		Bhávnagar .	44 2,400	Ningála .	44 2,400	Ningála . .	... 850
		Chuda . .	75 1,360	Ningála . .	60 4,420	Botád . .	16 2,020
		Karol . .	82 2,100	Ránpur . .	82 2,100	Chuda . .	7 740
		Limbdi . .	85 20	Chuda . .	85 20	Chuda . .	2 3,200
		Wadhwán . .	93 1,530	Chuda . .	93 1,530	Limbdi . .	8 1,510
				Limbdi . .	104 1,600	Wadhwán City .	11 70
						TOTAL .	88 1,780
						Carried over .	2,134 4,647

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Bhavnagar Bandar.	Commences at: Nearest railway station.	Ends at: Distance from Bhavnagar Bandar.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
LXVIII	METRE GAUGE—*concld.*						
	BHÁVNAGAR-GONDAL-JUNÁGÁRH-PORBANDAR—*concld.*					Brought forward	2,134 4,647
	DHOLA TO PORBANDAR.	Bhávnagar	32 ...	Dhola	32 4,820	Dhola	... 4,820
		Wangdra Girassia	32 4,820	Dhola	33 500	Dhola	... 960
		BhojavadarGirassia	33 500	Dhola	34 880	Dhola	1 380
		Bhávnagar	34 880	Dhola	34 1,100	Dhola	... 220
		Ingorala Girassia under Songad		Dhola	37 850	Jália	
		Thana	34 1,100	Jália	40 2,000	Jália	3 1,150
		Limbda Girassia	37 850	Jália	41 1,000	Jália	... 4,280
		Jália Girassia	40 2,000	Jália	47 1,350	Dhasa	6 350
		Bhávnagar	41 1,000	Dhasa	54 4,900	Láthi	7 3,550
		Baroda	47 1,350	Láthi	58 2,520	Láthi	3 2,900
		Láthi	54 4,900	Láthi	63 480	Chital	4 3,240
		Jetpur	58 2,520	Chital	65 100	Chital	1 4,900
		Baroda	63 480	Chital	70 3,620	Chital	5 3,520
		Jetpur	65 100	Chital	73 2,930	Luni-dhár	2 4,590
		Kotda Pitha	70 3,620	Luni-dhár	78 1,700	Luni-dhár	4 4,050
		Jetpur	73 2,930	Luni-dhár	78 3,950	Luni-dhár	... 2,250
		Junágarh	78 1,700	Kunkáváv	87 5,110	Kunkáváv	9 1,160
		Jetpur	78 3,950	Khákharya	91 3,860	Khákharya	3 4,030
		Junágarh	87 5,110	Khákharya	94 2,400	Khákharya	2 3,820
		Jetpur	91 3,860	Vávdi	96 800	Vávdi	1 3,680
		Junágarh	94 2,400	Vávdi	96 4,500	Vávdi	... 3,700
		Bantwa	96 800	Vávdi	97 1,420	Vávdi	... 2,200
		Junágarh	96 4,500	Vávdi	98 1,660	Vávdi	1 240
		Bantwa	97 1,420	Vávdi	101 4,700	Vávdi	3 3,040
		Junágarh	98 1,660	Vávdi	110 3,100	Jetalsar	8 3,680
		Jetpur	101 4,700	Jetalsar	112 4,100	Jetalsar	2 1,000
		Gondal	110 3,100	Jetalsar	117 1,200	Dhoraji	4 2,380
		Junágarh	112 4,100	Dhoraji	151 2,330	Jám Jodhpore	34 1,130
		Gondal	117 1,200	Jám Jodhpore	173 300	Sakhpur	21 3,250
		Navanagar	151 2,330	Sakhpur	189 5,150	Porbandar	16 4,850
		Porbandar	173 300			TOTAL	157 5,150
			Distance from Jetalsar junction.		Distance from Jetalsar junction.		
	JETALSAR TO VERÁVAL	Gondal	...	Jetalsar	1 4,670	Jetalsar	1 4,670
		Jetpur	1 4,670	Jetalsar	4 2,055	Choki	2 2,665
		Gondal	4 2,055	Choki	4 3,610	Choki	... 1,555
		Junágarh	4 3,610	Choki	40 5,010	Keshod	36 1,400
		Mangrol	40 5,010	Keshod	47 1,050	Mália	6 1,320
		Junágarh	47 1,050	Mália	67 980	Verával	19 5,210
						TOTAL	67 980
LXIX	JETALSAR-RÁJKOT	Gondal	...	Jetalsar	... 4,400	Jetalsar	... 4,400
		Junágarh	... 4,400	Jetalsar	4 1,590	Navagadh	3 2,470
		Jetpur	4 1,590	Navagadh	8 3,400	Virpur	4 1,810
		Virpur	8 3,400	Virpur	12 5,165	Virpur	4 1,765
		Gondal	12 5,165	Virpur	27 4,040	Gondal	14 4,155
		Kotra Sangani	27 4,040	Gondal	31 3,970	Ribda	3 5,210
		Gondal	31 3,970	Ribda	34 20	Ribda	2 1,330
		Shahpur	34 20	Ribda	36 2,300	Ribda	2 2,280
		Gadhka	36 2,300	Ribda	36 4,975	Ribda	... 2,675
		Lodhika	36 4,975	Ribda	37 225	Ribda	... 530
		Gadhka	37 225	Ribda	38 2,570	Ribda	1 2,345
		Lodhika	38 2,570	Ribda	38 3,040	Ribda	... 470
		Kankashiali	38 3,040	Ribda	39 2,610	Ribda	... 4,850
		Kotaria	39 2,610	Ribda	42 2,600	Rájkot	2 5,270
		Rájkot	42 2,600	Rájkot	45 3,100	Rájkot	3 500
		Rájkot	45 3,700	Rájkot	45 4,800	Rájkot	... 1,100
						TOTAL	45 4,200
						TOTAL METRE GAUGE.	2,405 4,417

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Miyágám junction.	Commences at: Nearest railway station.	Ends at: Distance from Miyágám junction.	Ends at: Nearest railway station.	Intermediate length.
	SPECIAL (2′ 6″) GAUGE.		Miles. Feet.		Miles. Feet.		Miles. Feet.
LXXVIII	The Gaekwar's Dabhoi—Miyágám to Bodeli.	Baroda . .	...	Miyágám .	42 1,051	Bodeli . .	42 1,051
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.		
	Vishvámitri to Chándod.	Baroda . .	...	Vishvámitri .	26 2,010	Ten Taláv .	26 2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv .	29 3,000	Chándod . .	3 990
						Total .	29 3,000
			Distance from Gitaldaha ghât.		Distance from Gitaldaha ghât.		
LXXX	Cooch Behar .	Cooch Behar .	...	Gitaldaha ghât	22 634	Torsá river .	22 634
			Distance from Wadhwán junction.		Distance from Wadhwán junction.		
LXXXI	Morvi . . .	Wadhwán .	1 ...	Wadhwán .	2 1,440	Wadhwán . .	1 1,440
		Kherali . .	2 1,440	Wadhwán .	4 1,440	Wadhwán . .	2 ...
		Múli . .	4 1,440	Wadhwán .	19 192	Múli . .	14 4,032
		Sáyla . .	19 192	Múli . .	31 2,280	Dolia . .	12 2,088
		Chotila . .	31 2,280	Dolia . .	33 72	Thán . .	1 3,072
		Lakhtar . .	33 72	Thán . .	42 408	Thán . .	9 336
		Vánkáner . .	42 408	Thán . .	59 3,420	Vánkáner . .	17 3,012
		Morvi . .	59 3,420	Vánkáner .	68 500	Morvi . .	8 2,360
	Rájkot branch .	Vánkáner . .	51 4,800	Vánkáner .	64 3,000	Sindhávadar .	12 3,480
		Dhrol . .	64 3,000	Sindhávadar .	65 3,168	Sindhávadar .	1 168
		Kothériá . .	65 3,168	Sindhávadar .	70 1,248	Kothériá . .	4 3,360
		Gavaridar .	70 1,248	Kothériá .	73 3,384	Rájkot . .	3 2,136
		Rájkot . .	73 3,384	Rájkot . .	77 1,728	Rájkot . .	3 4,838
						Total .	92 3,922
						Total special gauge.	186 3,327
						Total all gauges	4,762 2,591

APPENDIX G.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED							
	PATNA-GYA. (a) (57·00 Miles.) Half-year ending 30th June 1879.		DHOND-MANMÁD. (145·50 Miles.) Half-year ending 30th June 1878.		LATE PUNJAB NORTHERN. (c) & (d) (445·50 Miles.) Half-year ending 30th June 1884.		LATE INDUS VALLEY. (c) (651·00 Miles.) Half-year ending 30th June 1882.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,719	118						
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231
2. Plant	...	...	580	4	14,819	33	60,113	92
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676
II.—Land	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487
III.—Formation—								
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175
2. Tunnels	...	...	...	...	8,94,570	2,008	...	...
IV.—Bridgework—								
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386
V.—Fencing, &c.—								
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179
2. Road crossings 3. Mile and gradient posts	13,096	230	1,191	8	2,78,277	625	3,36,679	517
VI.—Electric telegraph	...	...	...	...	17,190	38	68,031	105
VII.—Ballast and permanent-way—								
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007
2. Permanent-way	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828
VIII.—Stations and buildings—								
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440
IX.—Plant—								
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451
X.—Ferries, &c.—								
1. Ferries 2. Floating bridges	...	...	...	...	...	...	4,19,789	645
XI.—Rolling stock—								
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329
XII.—General charges—								
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281
2. Engineering	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071
4. Audit and account	12,231	215	24,294	167	4,55,550	1,022	4,38,098	673
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366
Loss by Exchange	...	...	...	...	...	...	...	...
Total	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North Western State railway.
(d) Including 62·25 miles of metre gauge line from Lála Músa to Bhera since converted to the standard gauge, and 9·50 miles of a branch line from Miani to Khewra, which has since been abandoned. The cost of conversion of the former is shown in the first column of page cclxiii.

G.

end of the half-year in which the last open section of each separate project was completed.

GAUGE.

BY THE STATE.

SIND-SAGAR (EASTERN SECTION). (e) (62·50 MILES.) HALF-YEAR ENDING 30TH JUNE 1887.		SIND-SAGAR (WESTERN SECTION). (e) (314·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 MILES.) (f) HALF-YEAR ENDING 30TH JUNE 1892.		AMRITSAR-PATHÁNKOT. (e) (64·79 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		KOTRI-ROHRI CHORD LINE. (178·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
9	...	75,953	242	6,78,138	1,491			1,18,244	664	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	6,131	95	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	38,238	590	...	...	3. Establishment.
31,912	510	2,30,637	733	2,45,157	539	1,78,635	2,757	1,45,286	816	II.—LAND.
				2,41,38,336	53,072			10,17,068	5,714	III.—FORMATION—
				...	...	4,10,038	6,329	...	...	1. Earthwork.
				...	...	...	...	...	...	2. Tunnels.
				1,65,91,496	36,479			16,52,437	9,283	IV.—BRIDGEWORK—
1,44,122	2,306	40,28,071	12,808	...	...	4,40,982	6,806	...	...	1. Large bridges.
				...	...			...	...	2. Minor bridges.
				3,83,099	842			28,505	160	V.—FENCING, &c.—
				...	...	1,19,272	1,841	...	...	1. Fencing.
				...	...	22,208	343	...	...	2. Road crossings.
										3. Mile and gradient posts.
...	...	...	...	48,688	107	6,694	103	...	...	VI.—ELECTRIC TELEGRAPH.
11,16,158	17,858	90,55,497	28,793	2,32,76,018	51,176			47,38,257	26,619	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	7,53,084	11,623	...	...	1. Ballast.
...	...	...	...	...	...	21,03,253	32,463	...	...	2. Permanent-way.
1,14,236	1,828	11,26,231	3,581	57,48,891	12,640			5,52,007	3,101	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	2,56,155	3,954	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	1,20,046	1,698	...	...	3. Staff quarters.
...	...	...	...	...	...	1,74,868	2,699	...	...	4. Station machinery.
7,389	118	2,65,822	845	18,19,924	4,002			10,968	62	IX.—PLANT—
...	...	...	...	...	...	2,435	38	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	33,985	525	...	...	4. Station and office furniture.
		8,628	27							X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
2,50,408	4,007	15,47,971	4,922	74,15,587	16,305			2,21,435	1,244	XI.—ROLLING STOCK—
...	...	...	...	...	...	1,33,402	2,059	...	...	1. Locomotive.
...	...	...	...	...	...	2,94,958	4,553	...	...	2. Carriage and wagon.
9,977	160	6,16,151	1,959	38,79,814	8,531			7,11,785	3,999	XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,38,330	2,135	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
91,170	1,459	12,11,660	3,853	27,76,730	6,105	...	...	...	...	Loss by Exchange.
(e) 17,65,381	(e) 28,246	1,81,66,621	57,763	8,70,01,879	1,91,289	(h) 52,19,922	(h) 80,567	(g) 87,22,303	49,062	TOTAL.

(e) Cost of conversion of Lála Músa-Bhera section.
(f) Including 98·67 miles of the Quetta loop line.
(g) Less Rs. 4,73,689 being the expenditure on the Indus Bridge division under construction, which cannot be deducted from the several main heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

Main head and sub-head.	STANDARD STATE LINES CONSTRUCTED							
	JAMMU AND KASHMIR (British section). (a) (8·49 Miles.) Half-year ending 30th June 1890.		WARDHA COAL. (46·50 Miles.) (b) Half-year ending 31st December 1877.		DILDARNAGAR-GHAZIPUR. (c) (12·00 Miles.) Half-year ending 31st December 1880.		HYDERABAD-SHADIPALLI. (58·91 Miles.) Half-year ending 31st December 1893.	
	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	4,642	547					36,345	617
1. Survey expenses	...	...	84,737	1,822	2,218	185	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	6,905	149	...	...	...	...
II.—Land	7,327	863	3,866	83	4,048	337	18,499	314
III.—Formation—	7,865	926					1,35,845	2,306
1. Earthwork	...	...	3,07,132	6,605	22,207	1,851	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	5,635	664					2,74,256	4,656
1. Large bridges	...	...	10,06,784	21,651	26,674	2,223	...	...
2. Minor bridges	...	...	...	...	27,399	2,283	...	...
V.—Fencing, &c.—	3,357	395					18,815	319
1. Fencing	...	...	1,96,595	4,228	2,992	249	...	...
2. Road crossings	...	...	28,067	604	177	15	...	...
3. Mile and gradient posts								
VI.—Electric telegraph	...	...	1,382	30	...	...	...	...
VII.—Ballast and permanent-way—	1,64,457	19,371					8,41,011	14,276
1. Ballast	...	...	3,05,050	6,560	46,135	3,845	...	...
2. Permanent-way	...	...	17,30,803	37,222	3,01,381	25,115	...	...
VIII.—Stations and buildings—	31,436	3,703					1,38,523	2,351
1. Stations and offices	...	...	91,647	1,971	29,965	2,497	...	...
2. Workshops, store buildings, &c.	...	...	1,330	29	...	...	...	...
3. Staff quarters	...	...	76,166	1,638	3,343	279	...	...
4. Station machinery	...	...	1,61,954	3,483	34,911	2,909	...	...
IX.—Plant—	1,258	148					16,665	283
1. Engineering	...	...	1,50,776	3,242	4,388	365	...	...
2. Locomotive	...	...	20,198	434	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	3,708	80	888	74	...	...
X.—Ferries, &c.—							25,334	430
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—							7,056	120
1. Locomotive	...	...	3,025	65	...	...	...	...
2. Carriage and wagon	...	...			...	...	...	...
XII.—General charges—	15,144	1,784					1,05,048	1,783
1. Direction or general	...	...	68,296	1,469	13,918	1,160	...	...
2. Engineering	...	...	2,93,965	6,322	37,992	3,166	...	...
3. Stores	...	...	23,015	495	1,360	113	...	...
4. Audit and account	...	...	35,405	761	3,419	285	...	...
5. Medical and sanitation	...	...	4,265	92	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	2,41,121	28,401	(c) & (d) 45,99,369	(c) 98,911	5,63,415	46,951	16,17,397	27,455

(a) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.
(b) Including 1¼ miles to pit's mouth.
(c) Less receipts on capital account.
(d Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
e) Now amalgamated with the East Indian railway.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY THE STATE—*concld.*						STATE LINES CONSTRUCTED BY COMPANIES.		Main head and sub-head.
OUDH AND ROHILKHAND STATE								
(Lucknow-Rae Bareli section.) (48·56 Miles.) Half-year ending 31st December 1893.		(Bareilly-Moradabad Section.) (54·72 Miles.) Half-year ending 30th June 1894.		(Najibabad-Kotdwara Branch.) (15·19 Miles.) Half-year ending 31st December 1896.		PATRI. (g) (22·13 Miles.) Half-year ending 30th June 1873.		
Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
50,046	1,031			2,878	190	9,008	407	I.—Preliminary expenses—
...	...	7,962	146	...	...	...	...	1. Survey expenses.
...	...	3,364	61	...	...	...	...	2. Plant.
...	...	13,625	249	...	...	...	...	3. Establishment.
61,748	1,272	1,33,803	2,445	2,494	164	23,812	1,076	II.—Land.
1,08,931	2,243			32,874	2,164			III.—Formation—
...	...	3,71,344	6,786	...	...	51,955	2,348	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
2,92,546	6,024			49,361	3,250			IV.—Bridgework—
...	...	32,49,857	59,391	...	...	1,00,959	4,562	1. Large bridges.
...	...	1,58,862	2,903	...	...			2. Minor bridges.
1,47,563	3,039			2,754	181			V.—Fencing, &c.—
...	...	1,73,153	3,164	...	...	...	...	1. Fencing.
...	...	62,400	1,140	...	...	1,936	87	2. Road crossings.
		618	11					3. Mile and gradient posts.
...	...	...	...	...	...	17,326	783	VI.—Electric telegraph.
14,28,209	29,411			1,80,490	11,882			VII.—Ballast and permanent-way.—
...	...	8,41,877	15,385	...	...	49,893	2,255	1. Ballast.
...	...	19,35,192	35,365	...	...	4,65,947	21,055	2. Permanent-way.
1,94,880	4,013			39,939	2,629			VIII.—Stations and buildings—
...	...	1,89,877	3,470	...	...	4,999	226	1. Stations and offices.
...	...	...	...	...	...	11,568	523	2. Workshops, store buildings, &c.
...	...	1,33,134	2,433	...	...	11,192	506	3. Staff quarters.
...	...	1,69,563	3,100	...	...	7,380	333	4. Station machinery.
7,153	147			4,919	324			IX.—Plant—
...	...	7,450	136	...	...	375	17	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	10,500	192	...	...	...	...	4. Station and office furniture.
...	...	...	...	...	...	...	...	X.—Ferries, &c.—
								1. Ferries.
								2. Floating bridges.
(f)	(f)	...	...	...	...	...	...	XI.—Rolling stock—
		1,92,155	3,512	...	...	...	...	1. Locomotive.
								2. Carriage and wagon.
1,16,461	2,398			8,444	556			XII.—General charges—
...	...	28,035	512	...	...	...	...	1. Direction or general.
...	...	2,21,701	4,051	...	...	46,284	2,091	2. Engineering.
...	...	28,372	519	...	...	7,134	322	3. Stores.
...	...	12,504	229	...	...	...	...	4. Audit and account.
...	...	8,411	154	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
24,07,537	49,578	79,53,759	1,45,354	3,24,153	21,340	8,09,768	36,591	Total.

(*f*) Cost of rolling stock not available.
(*g*) Now forms a part of the Bombay, Baroda and Central India railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

STANDARD

STATE LINES CONSTRUCTED

Main head and sub-head.	BENGAL-NÁGPUR. (860·38 Miles.) (a) Half-year ending 30th June 1893.		INDIAN MIDLAND. (c) (677·35 Miles.) Half-year ending 31st December 1889.		GODHRA-RUTLAM. (115·50 Miles.) Half-year ending 31st December 1894.		RUTLAM-NÁGDÁ (25·34 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	14,96,327	1,738	9,03,173	1,335	1,71,597	1,486	8,587	340
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land	5,97,139	694	4,93,480	728	16,529	143	399	16
III.—Formation—	1,38,48,881	16,087			56,31,642	48,759	1,52,158	6,029
1. Earthwork	...	...			...	...	...	...
2. Tunnels	...	...			...	...	...	...
IV.—Bridgework—	1,82,52,649	21,202			35,93,295	31,111	4,60,266	18,236
1. Large bridges	...	...	3,01,28,005	44,479	...	...	...	...
2. Minor bridges	...	...			...	...	...	...
V.—Fencing, &c.—	3,52,743	410			1,94,033	1,680	5,869	232
1. Fencing	...	...			...	...	...	...
2. Road crossings	...	...			...	...	...	...
3. Mile and gradient posts								
VI.—Electric telegraph	...	...			160	1	777	31
VII.—Ballast and permanent-way—	3,02,71,488	35,163	2,74,81,967	40,573	36,67,349	31,752	7,47,118	29,600
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	62,39,146	7,247	50,61,580	7,473	9,22,608	7,988	66,014	2,615
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	16,49,409	1,916	3,79,558	560	29,352	254	3,804	151
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—	1,50,06,497	17,431	57,65,284	8,511	...	...	...	...
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...
XII.—General charges—	57,60,667	6,692	37,85,858 (d)	5,589 (d)	6,65,223	5,759	72,958	2,891
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	6,53,185	759	2,52,050	372	...	...	...	...
Total	9,41,28,131 (b)	1,09,339	7,42,50,955	1,09,620	1,48,91,788	1,28,933	15,17,950	60,141

(a) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
(b) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (R2,609).
(c) Including the Sindia Railway, which was constructed by the State.
(d) Including Government supervision, audit and control, and commissions &c , on loans.

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY COMPANIES—*concld.*

BEZWADA EXTENSION. (21·47 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		LATE SIND, PUNJAB AND DELHI. (*f*) (663·25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1870.		OUDH AND ROHILKHAND. (691·07 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		MADRAS-ENNÚR SECTION (BEZWADA-MADRAS.) (8·45 MILES.) HALF YEAR ENDING 30TH JUNE 1896.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
15,319	714			6,84,160	990	2,263	268	I.—PRELIMINARY EXPENSES—
...	...	4,76,295	718	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
47,008	2,189	63,133	95	1,47,461	213	94,709	11,208	II.—LAND.
								III.—FORMATION—
		56,60,637	8,535					1. Earthwork.
		...	...					2. Tunnels.
								IV.—BRIDGEWORK—
2,76,516	12,879	1,52,21,433	22,950	2,87,63,962	41,621	1,08,361	12,824	1. Large bridges.
								2. Minor bridges.
								V.—FENCING, &C.—
		28,84,675	4,349					1. Fencing.
		4,04,816	610					2. Road crossings.
								3. Mile and gradient posts.
		7,08,907	1,069	46,128	67	...	...	VI.—ELECTRIC TELEGRAPH.
6,04,944	28,176			2,45,14,855	35,474	2,85,401	33,775	VII.—BALLAST AND PERMANENT-WAY—
...	...	46,84,475	7,063	...	...	...	...	1. Ballast.
...	...	2,65,32,834	40,004	...	...	...	...	2. Permanent-way.
2,58,221	12,027			91,14,451	13,189	56,320	6,665	VIII.—STATIONS AND BUILDINGS—
...	...	69,91,608	10,542	...	...	...	...	1. Stations and offices.
		27,27,176	4,112	...	...	...	...	2. Workshops, store buildings, &c.
...	...	14,58,718	2,199	...	...	...	...	3. Staff quarters.
...	...	49,677	75	...	...	...	...	4. Station machinery.
8,990	419	12,62,606	1,902	19,62,808	2,840	8,653	1,024	IX.—PLANT—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—FERRIES, &C.—
...	...	48,98,454	7,386	...	...	...	...	1. Ferries.
								2. Floating bridges.
20,384	949			1,44,51,552	20,912	...	...	XI.—ROLLING STOCK—
...	...	58,95,340	8,888	...	...	...	...	1. Locomotive.
...	...	1,06,73,511	16,093	...	...	...	...	2. Carriage and wagon.
1,15,977	5,402	81,99,624	12,363	83,26,389	12,049	18,736	2,217	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
(*e*) 13,47,359	62,755	9,87,92,919	1,48,952	8,88,68,152	1,28,595	5,74,443	67,981	TOTAL.

(*e*) Including R2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.
(*f*) Now amalgamated with the North Western State railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

Main head and sub-head.	NATIVE STATE LINES CONSTRUCTED BY THE GOVERNMENT OF INDIA.							
	KHÁMGAON. (7·50 Miles.) Half-year ending 30th June 1870.		AMRÁOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (57·11 Miles.) Half-year ending 31st December 1884.		RÁJPURA-BHÁTINDA. (107·94 Miles.) (b) Half-year ending 31st December 1889.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—								
1. Survey expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—Land	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—Formation—								
1. Earthwork	38,542	5,139	17,926	3,259	14,66,278	25,675	2,59,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—								
1. Large bridges	54,037	7,205	...	...	16,81,384	29,441	5,13,915	4,761
2. Minor bridges			58,880	10,706	1,67,168	2,927		
V.—Fencing, &c.—								
1. Fencing	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings	8	1	255	46	25,145	440	1,08,689	1,007
3. Mile and gradient posts								
VI.—Electric telegraph	1,247	166	1,099	200	3,340	58	...	...
VII.—Ballast and permanent-way—								
1. Ballast	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent-way	2,56,936	34,258	2,58,352	47,009	14,54,617	25,470	29,28,299	27,129
VIII.—Stations and buildings—								
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c.	3,277	437	634	115	...	...	7,509	70
3. Staff quarters	6,057	808	1,171	213	53,322	934	1,86,936	1,732
4. Station machinery	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
IX.—Plant—								
1. Engineering	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	76	10	176	32	2,553	45	35,644	330
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—								
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII.—General charges—								
1. Direction or general	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering	23,283	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores	141	19	96	18	4,516	79	31,800	294
4. Audit and account	792	106	4,077	741	34,231	599	1,383	13
5. Medical and sanitation	...	...	...	...	3,189	56	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	4,24,954	56,661	4,17,355	75,883	(a) 56,32,823	(a) 98,631	(a) 60,84,715	(a) 56,371

(a) Less receipts on capital account.
(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(c) Including a debit of ₹7,200 against Provincial grant of ₹10,000.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*concld.*						METRE GAUGE.				
NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.				NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		STATE LINES CONSTRUCTED BY THE STATE.				
JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (15·92 MILES) HALF-YEAR ENDING 30TH JUNE 1890.		KOLAR GOLD-FIELDS. (10·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894. (*e*)		NÁGDÁ-UJJAIN. (34·67 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		BENGAL AND NORTH-WESTERN. (TIRHOOT SECTION.) (340·57 MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
23,937	1,504	(*f*) 6,719	672	10,938	315	1,83,608	539			I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	5,05,727	358	1. Survey expenses.
...	...	...	...	...	...	...	...	83,116	59	2. Plant.
...	...	...	...	...	...	...	...	16,11,838	1,142	3. Establishment.
...	...	(*f*) 13,402	1,340	...	...	8,64,045	2,537	8,36,218	593	II.—LAND.
33,896	2,129	(*f*) 1,24,379	12,438	1,33,583	3,853	10,70,740	3,144			III.—FORMATION—
...	...	...	...	...	...	...	...	62,20,489	4,409	1. Earthwork.
...	...	...	...	...	...	...	...	4,28,063	303	2. Tunnels.
2,33,246	14,651	(*f*) 48,901	4,890	4,45,803	12,859	40,54,395	11,905			IV.—BRIDGEWORK—
...	...	...	...	...	...	...	...	1,56,62,747	11,100	1. Large bridges.
...	...	...	...	...	...	...	...	40,92,720	2,901	2. Minor bridges.
1,818	114	(*f*) 20,878	2,088	6,110	176	8,98,687	2,639			V.—FENCING, &C.—
...	...	...	...	...	...	...	...	9,05,230	642	1. Fencing.
...	...	...	...	...	...	...	...	5,55,095	393	2. Road crossings. 3. Mile and gradient posts.
...	...	(*f*) 2,946	294	479	14	...	...	15,972	11	VI.—ELECTRIC TELEGRAPH.
5,39,566	33,892	(*f*) 3,24,494	32,449	12,60,685	36,362	79,17,464	23,248			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	38,68,803	2,742	1. Ballast.
...	...	...	...	...	...	...	...	2,78,76,953	19,756	2. Permanent-way.
1,05,946	6,655	(*f*) 77,316	7,732	53,525	1,545	30,55,423	8,971			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	...	...	42,53,692	3,015	1. Stations and offices.
...	...	...	...	...	...	...	...	18,08,935	1,282	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	46,80,834	3,317	3. Staff quarters.
...	...	...	...	...	...	...	...	33,91,100	2,403	4. Station machinery.
54,461	3,421	(*f*) 5,687	569	1,228	35	5,77,580	1,696			IX.—PLANT—
...	...	...	...	...	...	...	...	10,21,797	724	1. Engineering.
...	...	...	...	...	...	...	...	6,81,691	483	2. Locomotive.
...	...	...	...	...	...	...	...	1,96,806	140	3. Carriage and wagon.
...	...	...	...	...	...	...	...	5,84,665	414	4. Station and office furniture.
						5,53,048	1,624			X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
										XI.—ROLLING STOCK—
...	...	...	...	...	...	6,18,124	1,815	64,84,266	4,596	1. Locomotive.
...	...	...	...	...	...	16,49,660	4,844	1,01,01,934	7,159	2. Carriage and wagon.
66,598	4,183	(*f*) 34,825	3,482	1,58,900	4,583	13,64,597	4,007			XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	14,56,740	1,032	1. Direction or general.
...	...	...	...	...	...	...	...	45,88,107	3,252	2. Engineering.
...	...	...	...	...	...	...	...	7,04,911	499	3. Stores.
...	...	...	...	...	...	...	...	5,62,788	399	4. Audit and account.
...	...	...	...	...	...	...	...	2,56,498	182	5. Medical and sanitation.
...	...	...	...	...	...	7,04,770	2,069	...	...	Loss by Exchange.
(*d*) 10,59,468	(*d*) 66,549	(*f*) & (*g*) 6,44,564	64,456	20,71,251	59,742	2,35,12,141	69,038	(*a*) 10,33,31,793	(*a*) 73,234	TOTAL.

(*d*) Including the outlay incurred on the Tawi bridge, which is not to be completed as a railway work.
(*e*) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd-half of 1894.
(*f*) Approximate.
(*g*) Excluding receipts on capital account, R19,053, but including R4,070 expended by the Madras Railway Company, not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

METRE

STATE LINES CONSTRUCTED

Main head and sub-head.	CAWNPORE-ACHNERA. (260·65 Miles.) (a) Half-year ending 31st December 1889.		SOUTHERN MAHRATTA. (Mysore section.) (b) (296·00 Miles.) Half-year ending 31st December 1889.		ROHILKUND AND KUMAON (Lucknow-Bareilly section.) (c) (198·38 Miles.) Half-year ending 30th June 1891.		EASTERN BENGAL STATE. (Northern section.) (249·00 Miles.) Half-year ending 30th June 1884.	
	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—			2,95,941	1,000	1,63,458	824	96,768	389
1. Survey expenses	12,744	49	...	...	...	...	...	...
2. Plant	2,252	9	...	...	...	...	...	...
3. Establishment	56,582	217	...	...	...	...	...	...
II.—Land	2,37,395	911	68,825	232	1,69,729	856	8,15,722	3,276
III.—Formation—					3,88,907	1,960		
1. Earthwork	5,13,612	1,970			...	...		
2. Tunnels	...	...			...	...		
IV.—Bridgework—					6,29,686	3,174		
1. Large bridges	12,11,175	4,647	43,05,769	14,546	...	...		
2. Minor bridges	4,58,833	1,760			...	...	57,17,876	22,963
V.—Fencing, &c.—					1,00,260	505		
1. Fencing	2,04,379	784			...	...		
2. Road crossings								
3. Mile and gradient posts	1,04,924	403			...	...		
VI.—Electric telegraph	2,469	9			...	...		
VII.—Ballast and permanent-way—			50,74,212	17,143	31,64,971	15,954	54,77,900	22,000
1. Ballast	6,81,843	2,616	...	...	...	...	...	...
2. Permanent-way	38,90,417	14,926	...	...	...	...	...	...
VIII.—Stations and buildings—			9,21,417	3,113	7,11,247	3,585	26,29,765	10,561
1. Stations and offices	4,33,311	1,662	...	...	...	...	...	...
2. Workshops, store buildings, &c.	1,17,724	452	...	...	...	...	...	...
3. Staff quarters	3,27,500	1,256	...	...	...	...	...	...
4. Station machinery	4,12,999	1,585	...	...	...	...	...	...
IX.—Plant—			2,82,087	953	2,09,267	1,055	8,66,514	3,480
1. Engineering	15,085	58	...	...	...	...	...	...
2. Locomotive	79,760	306	...	...	...	...	...	...
3. Carriage and wagon	46,599	179	...	...	...	...	...	...
4. Station and office furniture.	63,781	244	...	...	...	...	...	...
X.—Ferries, &c.—							4,47,048	1,795
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—			20,87,381	7,052			24,46,682	9,826
1. Locomotive	5,94,955	2,282	...	...	4,38,645	2,211	...	...
2. Carriage and wagon	10,65,690	4,089	...	...	6,95,911	3,508	...	...
XII.—General charges—			8,64,580	2,921	3,97,663	2,005	21,94,569	8,814
1. Direction or general	1,62,443	622	...	...	...	...	...	...
2. Engineering	3,79,333	1,455	...	...	...	...	...	...
3. Stores	38,160	147	...	...	...	...	...	...
4. Audit and account	39,234	151	...	...	...	...	...	...
5. Medical and sanitation	166	1	...	...	...	...	...	...
Loss by Exchange	3,63,480	1,402	...	...	42,150	212	...	...
Total	1,15,18,785	44,192	1,39,00,212	46,960	71,52,923 (d)	36,057 (d)	2,06,92,844	83,104

(a) This now forms a part of the Rajputana-Malwa railway.
(b) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.
(c) Of this length, 58 miles, Gola Gokaran Nath to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.
(d) Including ₹41,029 on account of interest on capital during construction not included in any of the above heads.

G—*continued.*

the half-year in which the last open section of each separate project was completed— contd.

GAUGE—*contd.*

BY THE STATE—*contd.*

EASTERN BENGAL STATE. (DACCA SECTION.) (86·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.		EASTERN BENGAL STATE. (BEHAR SECTION.) (156·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		EASTERN BENGAL STATE. (BARSOI-KISSENGUNGE EXTENSION.) (35·54 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		BURMA. (327·00 MILES.) (*f*) & (*g*) HALF-YEAR ENDING 31ST DECEMBER 1885.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
1,27,838	1,487			4,195	118	2,87,279	878	I.—PRELIMINARY EXPENSES—
...	...	88,703	567	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
4,46,381	5,190	3,18,580	2,036	90,277	2,540	2,71,658	831	II.—LAND.
				3,92,140	11,034			III.—FORMATION—
		13,63,596	8,713	...	...	32,40,803	9,911	1. Earthwork.
		...	...	...	...	...	...	2. Tunnels.
				3,97,931	11,197			IV.—BRIDGEWORK—
		31,07,753	19,858	...	...	13,89,139	4,248	1. Large bridges.
13,68,484	15,913	4,35,158	2,780	...	...	31,21,404	9,545	2. Minor bridges.
				29,106	819			V.—FENCING, &C.—
		2,70,012	1,725	...	...	10,87,600	3,326	1. Fencing.
		1,48,637	950	...	...	3,00,316	918	2. Road crossings.
								3. Mile and gradient posts.
		18,903	121	...	...	655	2	VI.—ELECTRIC TELEGRAPH.
17,22,430	20,028			5,15,941	14,517			VII.—BALLAST AND PERMANENT-WAY—
...	...	10,37,935	6,632	...	...	22,77,119	6,964	1. Ballast.
...	...	24,44,495	15,619	...	...	52,55,352	16,071	2. Permanent-way.
10,44,473	12,145			85,917	2,418			VIII.—STATIONS AND BUILDINGS—
...	...	3,24,569	2,074	...	...	12,96,933	3,966	1. Stations and offices.
...	...	18,829	120	...	...	5,07,975	1,554	2. Workshops, store buildings, &c.
...	...	3,32,151	2,122	...	...	5,03,899	1,541	3. Staff quarters.
...	...	2,22,167	1,420	...	...	6,79,480	2,078	4. Station machinery.
2,56,056	2,977			8,580	241			IX.—PLANT—
...	...	1,82,770	1,168	...	...	4,44,418	1,359	1. Engineering.
...	...	45,466	291	...	...	1,89,895	581	2. Locomotive.
...	...	287	2	...	...			3. Carriage and wagon.
...	...	26,348	168	...	...	85,699	262	4. Station and office furniture.
								X.—FERRIES, &C.—
...	...	10,417	67	...	...	...	...	1. Ferries. 2. Floating bridges.
7,04,760	8,195					35,62,697	10,895	XI.—ROLLING STOCK—
...	...	1,75,721	1,123	...	...	...	...	1. Locomotive.
...	...	7,88,873	5,041	...	...	...	...	2. Carriage and wagon.
3,47,809	4,044			21,626	608			XII.—GENERAL CHARGES—
...	...	1,82,507	1,166	...	...	2,27,935	697	1. Direction or general.
...	...	4,51,599	2,886	...	...	15,00,406	4,588	2. Engineering.
...	...	45,062	288	...	...	1,34,322	411	3. Stores.
...	...	48,281	308	...	...	1,44,798	443	4. Audit and account.
...	...	18,953	121	...	...	22,311	68	5. Medical and sanitation.
...	...	1,35,841	868	...	...	...	...	Loss by Exchange.
60,18,231	69,979	(*e*) 1,22,28,381	(*e*) 78,137	(*e*) 15,45,713	(*e*) 43,492	2,65,32,093	81,137	TOTAL.

(*e*) Less receipts on capital account.
(*f*) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.
(*g*) The working of this line has been transferred to a company from the 1st September 1896.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY THE STATE—*concld.*				STATE LINES CONSTRUCTED					
	TOUNGOO-MANDALAY. (222·50 Miles.) (*a*) & (*b*) Half-year ending 30th June 1889.		MU VALLEY. (*b*) (351·77 Miles.) Half-year ending 30th June 1896.		PALANPUR-DEESA. (17·28 Miles.) Half-year ending 31st December 1893.		SOUTHERN MAHRATTA. (1,043·70 Miles.) Half-year ending 31st December 1890.		GUNTAKAL-MYSORE FRONTIER. (119·50 Miles.) Half-year ending 31st December 1893.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	1,71,254	770	5,06,959	1,441	1,951	113	10,90,911	1,045	59,327	497
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	..	...	...	...	...	...	...
II.—Land	3,16,081	1,421	1,88,766	537	...	...	10,25,442	982	18,716	157
III.—Formation—			35,48,524	10,088	62,837	3,636	1,88,17,573	18,030	7,82,349	6,547
1. Earthwork			...	...	...	...	...	...	...	...
2. Tunnels			...	...	...	...	...	...	...	...
IV.—Bridgework—			34 35,317	9,766	61,180	3,541	1,83,66,507	17,597	20,57,037	17,214
1. Large bridges			...	...	...	...	...	...	...	...
2. Minor bridges	65,78,182	29,565	...	...	...	...	...	...	...	...
V.—Fencing, &c.—			1,09,230	310	4,984	288	13,47,110	1,291	51,883	434
1. Fencing			...	...	...	...	...	...	...	...
2. Road crossings			...	...	...	...	...	...	...	...
3. Mile and gradient posts			...	...	...	...	...	...	...	...
VI.—Electric telegraph			9,237	26	...	...	...	...	1,440	12
VII.—Ballast and permanent-way—	57,83,275	25,992	62,31,988	17,716	1,87,859	10,872	2,15,49,213	20,647	18,22,300	15,249
1. Ballast	...	...	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	18,22,563	8,191	15,01,294	4,268	26,583	1,538	94,23,387	9,029	3,96,884	3,321
1. Stations and offices	...	...	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...	...	...
IX.—Plant—	4,16,257	1,871	1,26,644	360	4,443	257	25,76,012	2,468	28,363	237
1. Engineering	...	...	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—			6,38,904	1,816						
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—	33,94,051	15,254	25,09,120	7,133			99,03,576	9,489		
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
XII.—General Charges—	14,67,669	6,596	27,37,681	7,783	14,076	815	63,63,179	6,097	6,13,786	5,136
1. Direction or general	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	4,91,090	471	...	...
Total	1,99,49,332	89,660	2,15,43,664	61,244	3,63,953	21,062	9,09,53,991	87,146	(*c*) 58,32,085	(*c*) 48,804

(*a*) Excluding the Meiktila branch.
(*b*) The working of this line has been transferred to a company from the 1st September 1896.
(*c*) Less receipts on capital account.

G—*continued.*

***end of the half-year in which the last open section of each separate project was completed*—contd.**

GAUGE—*contd.*

BY COMPANIES.				NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.						Main head and sub-head.
SOUTH INDIAN.(*d*) (1,042'16 Miles.) Half-year ending 30th June 1893.		MÁYAVARAM-MUTUPET. (*f*) (53'99 Miles.) Half-year ending 30th June 1894.		JODHPORE-BICKANEER. (*g*) (Jodhpore section.) (320'50 Miles.) Half-year ending 30th June 1893.		JODHPORE-BICKANEER. (Bickaneer section.) (43'50 Miles.) Half-year ending 31st December 1891.		BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR. (329'16 Miles.) (*h*) Half-year ending 31st December 1890.		
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
10,24,302	983	16,099	298	41,739	130	7,826	180	1,19,442	363	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
3,80,376	365	1,91,105	3,540	1,007	3	...	...	...	...	II.—Land.
55,18,444	5,295	2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086	III.—Formation—
...	...	...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
1,49,14,150	14,311	7,24,088	13,412	2,13,095	665	2,500	57	41,19,819	12,516	IV.—Bridgework—
...	...	...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	...	...	2. Minor bridges.
15,61,664	1,499	17,473	324	5,087	16	105	2	71,451	217	V.—Fencing, &c.—
...	...	...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	...	...	2. Road crossings.
										3. Mile and gradient posts.
88,234	85	2,173	40	36,682	114	...	...	10,425	32	VI.—Electric telegraph.
1,88,98,790	18,134	6,90,875	12,796	43,46,594	13,562	13,42,378	30,859	49,16,242	14,935	VII.—Ballast and permanent-way—
...	...	...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	...	...	2. Permanent-way.
70,65,284	6,779	1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531	VIII.—Stations and buildings—
...	...	...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	...	...	4. Station machinery.
17,19,017	1,649	13,254	245	49,591	155	1,033	24	3,52,828	1,072	IX.—Plant—
...	...	...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	...	...	4. Station and office furniture.
										X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
								21,57,548	6,555	XI.—Rolling stock—
43,29,145	4,154	...	...	3,56,481	1,112	...	...	...	...	1. Locomotive.
71,77,141	6,887	...	...	6,41,179	2,001	...	...	...	...	2. Carriage and wagon.
82,09,263	7,877	2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654	XII.—General charges—
...	...	...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
2,42,360	233	...	...	...	...	...	...	...	...	Loss by Exchange.
(*e*) 7,22,46,450	69,324	22,62,841	41,912	63,51,495	19,817	14,32,706	32,936	1,64,45,102	49,961	Total.

(*d*) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(*e*) Including ₹11,18,280 on account of maintenance, charged to capital account not included in any of the above heads.
(*f*) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.
(*g*) The section from Kharchi to Páli was constructed by the Jodhpore Darbar.
(*h*) Excluding 4'50 miles of dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.						NATIVE STATE LINES COM	
	MYSORE-NANJANGÚD. (15·25 Miles.) (a) Half-year ending 31st December 1892.		JETALSAR-RÁJKOT. (46·23 Miles.) Half-year ending 30th June 1893.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1893.		GAEKWAR'S MEHSÁNA. (92·63 Miles.) Half-year ending 31st December 1891.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	15,969	988	14,255	308	66,294	1,291	10,385	112
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land	5	...	10,080	218	23,744	462	...	...
III.—Formation—	1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	2,65,898	2,871
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	83,294	5,462	1,88,891	4,086	5,41,178	10,539	4,61,777	4,985
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	14,741	967	37,726	816	68,497	1,334	50,501	545
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...
3. Mile and gradient posts	...	...	...	...	...	...	...	...
VI.—Electric Telegraph	...	...	...	...	...	...	...	...
VII.—Ballast and permanent-way—	2,44,401	16,026	6,44,743	13,947	8,66,865	16,881	16,43,851	17,746
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	57,918	3,798	1,01,673	2,199	1,13,371	2,208	3,47,640	3,753
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	5,718	375	18,125	392	40,445	788	29,870	323
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—							16,026	173
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...
XII.—General charges—	40,384	2,648	69,986	1,514	1,32,567	2,582	78,102	843
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	29,04,050	31,351

(a) Opened for traffic on the 1st December 1891, but no separate account was received until the 2nd-half of 1892.

G—*concluded.*

end of the half-year in which the last open section of each separate project was completed—concluded.

GAUGE—*concld.*		SPECIAL GAUGES.						
CONSTRUCTED BY PANIES.		STATE LINES CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.		
KOLHÁPUR. (29·07 MILES.) (*b*) HALF-YEAR ENDING 30TH JUNE 1892.		KAUNIA-DHARLLA. (37·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JORHÁT. (30·60 MILES, 2′ 0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		COOCH BEHAR. (22·12 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
13,858	477	910	25	388	13	9,764	441	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
9,821	338	14,432	390	4,728	155	10,046	454	II.—LAND.
2,64,480	9,098							III.—FORMATION—
...	...					82,400	3,725	1. Earthwork.
...	...					...	...	2. Tunnels.
10,91,301	37,540							IV.—BRIDGEWORK—
...	...					31,560	1,427	1. Large bridges.
...	...	88,841	2,401	1,18,590	3,875	27,996	1,266	2. Minor bridges.
41,709	1,435							V.—FENCING, &C.—
...	...					...	...	1. Fencing.
...	...					913	41	2. Road crossings. 3. Mile and gradient posts.
...	...					...	...	VI.—ELECTRIC TELEGRAPH.
5,21,575	17,942	4,98,680	13,478	3,09,346	10,109			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	3,02,756	13,687	2. Permanent-way.
2,24,995	7,740	21,470	580	62,578	2,045			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	10,474	473	1. Stations and offices.
...	...	...	...	...	...	4,362	197	2. Workshops, store buildings, &c.
...	...	...	...	...	...	6,017	272	3. Staff quarters.
...	...	...	...	...	...	10,081	456	4. Station machinery.
6,981	240	8,444	228	20,606	673			IX.—PLANT—
...	...	...	...	...	...	6,411	290	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	647	29	4. Station and office furniture.
		1,20,677	3,261					X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
		1,60,637	4,342	1,18,901	3,886			XI.—ROLLING STOCK—
...	...	...	...	...	...	30,890	1,396	1. Locomotive.
...	...	...	...	...	...	45,722	2,067	2. Carriage and wagon.
1,17,746	4,050	8,291	224	36,622	1,197			XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,211	55	1. Direction or general.
...	...	...	...	...	...	44,922	2,031	2. Engineering.
...	...	...	...	...	...	1,410	64	3. Stores.
...	...	...	...	...	...	1,207	55	4. Audit and account.
...	...	...	...	...	...	3,498	158	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
22,92,466	78,860	9,22,382	24,929	6,71,759	21,953	6,34,741 (*c*)	28,695 (*c*)	TOTAL.

(*b*) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.
(*c*) Including R2,454 on account of loss on working the open line not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1888-89 to 1896-97 the mileage and the actual amounts closed, as also the Budget and Revised*

RAILWAY.	1888-89.		1889-90.		1890-91.		1891-92.		1892-93.			
	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
		₹		₹		₹		₹		₹	₹	₹
East Indian (*a*)	1,610	36,156	1,610	6,70,785	1,610	—1,27,178	1,610	—2,31,147	1,610½	11,45,000	12,79,000	13,25,919
Rajputana-Malwa railway system.	1,665	5,11,381	1,672½	1,89,927	1,672½	36,419	1,674	—3,31,136	1,674	3,00,000	7,35,000	6,01,212
Godhra-Rutlam	...	...	...	..	...	...	...	...	...	...	...	...
Bhopal-Itársi (British section)	...	...	...	...	13	1,69,118	13	1,96,542	13	2,70,000	2,70,000	2,69,814
Warora colliery including Wardha Coal railway to end of 1890-91.	46½	—28,954	46½	—31,227	46½	—2,50,955	...	12,667	...	2,62,000	—4,000	9,918
Wardha Coal	...	...	...	...	...	...	(*b*) 45	—2,78,105	45	15,000	7,000	6,493
Umaria colliery	...	87,231	...	44,479	...	54,458	...	71,788	...	50,000	1,000	37,608
Burma State	(*c*)535	8,46,796	553½	4,24,086	558½	1,48,664	558½	4,58,845	558½	3,00,000	3,66,000	2,32,568
Eastern Bengal State (*e*)	676	12,21,223	750¼	16,30,513	778¼	14,33,124	777	12,91,146	777	18,06,900	13,37,000	8,94,965
Tirhoot	273¼	1,83,271	273¼	1,36,568	(*f*) 329½	1,75,175	341¾	—59,374	341¾	2,25,000	12,40,000	12,48,004
Oudh and Rohilkhand State	692½	—3,60,823	692½	3,84,410	692½	2,33,375	692½	21,189	692½	3,85,600	—2,43,000	—1,97,052
North Western State (*g*)	2,381	—7,72,976	2,368½	7,86,924	2,368½	22,96,061	2,358½	8,50,046	2,427½	17,17,700	18,49,000	18,30,046
Guntakal-Mysore frontier	...	...	...	...	...	...	...	...	...	...	...	...
South Indian	...	...	...	...	900¾	12,55,115	1,105¾	—17,45,079	1,042½	13,70,000	9,86,000	7,74,489
Bezwada Extension	...	...	21½	39,154	21½	34,60:	21½	19,133	21½	10,000	5,000	4,809
Madras-Ennúr section (Bezwada-Madras)	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	24,679	145½	10,855	145½	4,470	145½	61,912	145½	70,000	38,000	30,684
TOTAL	8,044¾	17,47,984	8,135½	42,86,465	9,136½	54,62,448	9,342½	—1,61,593	9,348½	81,27,200	78,66,000	70,69,477

* For information relating to earlier years, see Appendix H to part II of the Administration report for 1894-95.

(*a*) Including expenditure on the Dildárnagar-Ghazipur, Patna-Gya and Nalháti railways.

(*b*) Excluding 1½ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal railway to the Great Indian Peninsula Railway Company.

H.

expended on capital account on State railways (open lines) the construction estimates of which have been estimate figures from 1892-93 to 1896-97.

1893-94.				1894-95.				1895-96.				1896-97.			
Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate,	Actuals.
	R	R	R		R	R	R		R	R	R		R	R	R
1,610¾	16,23,000	43,54,000	42,53,807	1,672½	24,00,000	35,41,000	38,82,382	1,700¾	31,00,000	55,50,000	52,11,142	1,701¼	85,00,000	68,00,000	64,94,213
1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889	1,674	6,36,000	10,29,000	9,97,944	1,674	6,06,000	3,50,000	—23,526
...	...	...	...	...	...	...	...	...	...	...	...	115¼	3,32,000		
13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741	13	75,000	51,000	47,228	13	30,000	30,000	28,729
...	4,76,000	1,06,600	1,12,597	...	5,00,000	4,34,000	3,97,944	...	1,84,000	—70,000	—81,610	...	1,35,000	—67,000	—60,613
45	15,000	...	...	45	20,000	...	...	45	1,05,000	7,000	3,105	45	75,000	7,000	5,532
...	55,000	—43,700	—42,470	...	44,000	52,000	42,989	...	52,000	53,000	56,573	...	54,000	82,000	71,136
577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,467	577½	—89,000	—1,10,000	—64,767	577½	4,28,000	(d) 1,39,000	(d) 1,34,884
812¾	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,02,680	813½	12,00,000	14,16,000	14,25,285	814¼	40,75,000	44,89,000	42,46,738
341¾	1,98,000	1,83,000	1,24,598	341¾	8,00,000	5,05,000	2,58,104	341¾	7,00,000	6,03,000	5,08,239	341¾	3,25,000	2,41,000	1,17,122
741	13,99,000	13,28,500	11,90,862	796½	7,43,000	16,65,000	15,72,763	797½	16,43,000	13,59,000	12,23,762	812½	8,38,000	6,31,000	4,07,570
2,427½	8,67,000	16,08,000	12,43,986	2,429½	21,28,000	18,20,000	18,39,009	2,439¾	8,40,000	19,91,000	17,10,598	2,440¾	28,99,000	43,50,000	47,76,794
...	...	...	...	...	...	...	...	119½	50,000	20,000	17,947	119½	40,000	20,000	17,675
1,041½	11,37,000	7,25,000	7,50,345	1,041½	6,00,000	2,00,000	1,85,032	1,041½	8,50,000	4,50,000	3,82,340	1,041½	5,00,000	1,50,000	1,49,527
21½	5,000	5,000	5,006	20½	10,000	5,000	3,405	20½	(h)	(h)	3,887	20½	(h)	(h)	1,761
...	...	...	...	...	...	...	...	9	3,00,000	4,30,000	4,01,865	8½	...	10,000	9,606
145½	1,69,000	1,07,000	93,815	145½	1,30,000	51,000	48,040	145½	2,86,000	2,16,000	1,40,209	145½	40,000	25,000	20,444
9,451½	85,99,000	1,08,18,800	1,01,15,415	9,569¾	97,85,000	1,09,97,000	1,05,20,445	9,738½	99,32,000	1,29,95,000	1,19,83,747	9,870	1,88,77,000	1,72,57,000	1,63,97,592

(c) Including the Toungoo-Mandalay railway.
(d) Outlay from the 1st April to 31st August 1896, after which date the working of the line was made over to the Burma Railways Company.
(e) Including outlay on sidings and extensions which cannot be separated.
(f) Working made over to the Bengal and North-Western Railway Company on the 1st July 1880.
(g) Excluding expenditure on troop traffic works and gradient improvements from 1888-89, and on the Sukkur bridge from 1888-89 to 1892-93.
(h) Amalgamated with the East Cost State railway.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.												Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.*	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western State.	XIII.—Oudh and Rohilkhand State.	XIV.—Eastern Bengal State (including the Bengal Central railway).	XV.—Calcutta Port Commissioners'.	XVI.—East Coast State.	XVIII.—Great Indian Peninsula.*	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed state.	
	Locomotives.													
1	Mail, special	...	18	...	89	26	...	...	...	...	...	41	...	133
2	Passenger, ordinary	196	6	36	239	10	112	...	...	110	33		13	796
3	Goods	391	90	55	237	124	...	...	...	379	98	69	37	1,480
4	Incline, special	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	9	4	20	5	...	5	8	4	42	3	16	..	74
6	Local traffic, shunting and ballast	...	...	...	12	6	...	...	...		12	...	...	72
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	(a) 4	...	...	...	53	...	(b) 19	(b) 40	...	116
	Total	596	118	111	606	166	117	8	57	605	165	166	50	2,765
	Coaching vehicles.													
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	...	12	...	(d) 1	...	...	...	...	(d) 2	...	15
3	Saloons, ordinary	...	...	...	...	...	(e) 13	...	...	...	11	26	6	56
4	Reserved carriages	24	6	1	46	14	...	...	...	...	7	(e) 9	...	107
5	Family carriages	...	...	5	...	2	...	...	...	...	...	...	...	7
6	Attendants' carriages	...	...	...	2	...	...	...	...	...	...	...	...	2
7	Inspection carriages	...	...	...	...	...	...	...	5	...	...	...	...	5
8	First class carriages — Ordinary	76	8	22	82	39	(f) 15	...	15	90	(g) 8	...	10	365
	First class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	104	14	28	142	55	29	...	20	90	26	37	16	561

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office vans (36 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a $\frac{1}{18}$th share in this stock.

I.

and metre gauge railways on the 31st December 1896.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.
Bengal and North-Western—Tirhoot section. Company's section. XXXVIII.	XL.—Rajputana-Malwa.	XLII.—Southern Mahratta.	XLIV.—Mysore section (Southern Mahratta).	XLV.—South Indian.	XLVII.—Assam-Bengal.	XLVIII.—Burma.†	XLIX.—Eastern Bengal State—Northern, Behar and Dacca sections.	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Dooars.	LIV.—Dibru-Sadiya.	LXVI.—Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXVIII.—Bhávnagar-Gondal-Junágarh-Porbandar.		
...	34	...	...	...	...	...	...	...	...	...	...	...	...	34	1
36	110	26	...	65	34	18	17	3	8	4	10	17	33	290	2
73	268	147	37	131		117	65		15		4			948	3
...	...	3	...	...	...	...	...	...	...	...	...	...	...	3	4
1	...	2	5	8	10	4	(c) 2	...	3	...	4	...	...	39	5
...	29	...	...	...	...	...	...	...	1	...	...	...	...	30	6
...	...	...	...	...	...	6	...	...	...	...	...	...	...	6	7
110	441	178	42	204	44	145	84	3	27	4	18	17	33	1,350	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3	6	...	3	1	...	(i) 1	(i) 2	...	...	...	...	...	...	16	2
10	...	...	...	2	...	(i) 1	(k) 16	...	...	1	...	2	2	34	3
4	...	(h) 5	3	3	...	(j) 22	...	...	5	...	...	...	(n) 7	49	4
...	...	...	...	...	...	4	...	...	...	...	...	...	...	4	5
...	...	...	...	...	...	...	2	...	...	...	...	...	...	2	6
...	11	...	...	...	5	...	...	...	...	...	(m) 2	...	...	18	7
20	124	15	4	19	1	34	(l) 12	...	11	...	...	6	13	259	
...	...	...	...	...	...	...	2	...	...	...	...	...	...	2	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
37	141	20	10	25	6	62	34	...	16	1	2	8	22	384	

REMARKS.

(a) These are metre gauge engines.

(b) Utilised for hauling mixed trains.

(c) Used in shunting and local traffic.

(d) These are six-wheeled carriages.

(e) Of these, two are six-wheeled carriages.

(f) These are sleeping carriages.

(g) Of these, one is a six-wheeled carriage.

(h) Of these, three are on bogie frames.

(i) On bogie frames.

(j) Of these, four are six-wheeled carriages.

(k) Of these, two are six-wheeled carriages

(l) Of these, eight are six-wheeled carriages.

(m) These are nspector's vans.

(n) Of these, one is a bogie carriage.

† The working of this line has been transferred to a company from the 1st September 1896.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.												
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	Total.
		I.—East Indian.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western State.	XIII.—Oudh and Rohilkhand State.	XIV.—Eastern Bengal State (including the Bengal Central railway).	XV.—Calcutta Port Commissioners'.	XVI.—East Coast State.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed state.	
	COACHING VEHICLES—*continued.*													
	Brought forward	104	14	28	142	55	29	...	20	90	26	37	16	561
10	Composite, first and second class carriages — Ordinary	62	25	41	77	41	44	...	11	66	18	44 (e)	9	441
	Bogie	...	...	...	25	...	...	...	...	...	7	...	...	32
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Six-wheeled	...	...	...	...	...	...	...	...	...	4	...	...	4
11	Composite, second and third class carriages — Ordinary	...	...	...	...	...	...	...	...	2	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Composite, first, second and third class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	10	...	...	...	...	...	...	...	...	10
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Other composite carriages — Ordinary	(a) 1	(a) 4	...	...	(b) 5	...	...	...	...	...	...	...	10
	Bogie	3	...	...	...	...	...	...	...	...	...	...	...	3
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Second class carriages — Ordinary	88	15	22	84	27	(c) 12	...	15	155	41	70	8	537
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Second class carriages with postal accommodation — Ordinary	...	...	...	...	...	...	...	...	22	...	...	...	22
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Intermediate class carriages — Ordinary	73	8	...	98	22	40	...	...	...	...	...	...	241
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	16	...	...	...	...	...	...	16
	Six-wheeled	...	...	...	...	...	...	...	...	...	22	...	...	22
17	Intermediate and third class carriages — Ordinary	39	11	...	36	17	(d) 25	...	3	...	...	...	...	131
	Bogie	5	...	...	14	...	...	...	...	...	...	...	...	19
	Ambulance	...	...	...	4	...	...	...	...	...	...	...	...	4
18	Intermediate and postal carriages — Ordinary	...	...	...	27	8	8	...	...	...	3	...	...	46
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Intermediate, third and postal carriages — Ordinary	...	1	...	...	...	1	...	...	...	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Lower class — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	375	78	94	517	175	175	...	49	335	121	151	33	2,803

I—*continued.*

and metre gauge railways on the 31st December 1896.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.
XXXVIII.—Bengal and North-Western—Tirhoot section, Company's section.	XL.—Rajputana-Malwa.	XLII.—Southern Mahratta.	XLIV.—Mysore section (Southern Mahratta).	XLV.—South Indian.	XLVII.—Assam-Bengal.	XLVIII.—Burma. *	XLIX.—Eastern Bengal State—Northern, Behar and Dacca sections.	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Dooars.	LIV.—Dibru-Sadiya.	LXVI.—Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXVIII.—Bhávnagar-Gondal-Junágarh-Porbandar.		
37	141	20	10	25	6	62	34	...	16	1	2	8	22	384	
28	45	43	6	35	4	31	(g)32	...	12	3	8	6	2	255	
...	1	5	7	...	4	11	...	...	...	...	...	...	3	31	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	7	...	...	...	...	...	...	...	...	...	...	...	1	8	
...	...	...	...	...	...	5	...	...	...	...	...	...	2	7	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	9	...	...	...	...	...	...	...	...	...	9	
...	...	...	...	20	4	...	...	...	...	...	...	...	2	26	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	(a)2	...	...	...	...	...	2	
...	...	...	...	...	...	...	...	...	...	...	...	...	(a) 2	2	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12	(f)95	33	8	44	...	48	14	...	3	...	...	1	9	267	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	50	...	...	...	...	...	(h)30	...	3	...	...	...	...	83	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25	25	...	...	...	...	...	(i) 13	...	7	1	...	...	...	71	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	8	...	...	...	...	...	2	...	...	1	...	...	...	11	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	8	...	...	...	...	...	8	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
102	372	101	31	133	18	157	125	10	41	6	10	15	48	1,169	

REMARKS.

(a) These are composite (first and third class) carriages.

(b) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.

(c) These are sleeping carriages.
(d) Of these, thirteen are slip composite carriages.

(e) Including thirty-nine sleeping carriages.

(f) Of these, forty are double carriages.
(g) Of these, eight are six-wheeled carriages.

(h) Of these, one carriage has a compartment for the use of native invalids, and twenty-two carriages have latrine accommodation.

(i) Of these, ten carriages have latrine accommodation.

* The working of this line has been transferred to a Company from the 1st September 1896.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.		
		I.—East Indian.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western State.	XIII.—Oudh and Rohilkhand State.	XIV.—Eastern Bengal State (including the Bengal Central railway).	XV.—Calcutta Port Commissioners'.	XVI.—East Coast State.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed state.		
	COACHING VEHICLES—*concluded.*														
	Brought forward	375	78	94	517	175	175	...	49	335	121	151		33	2,103
	Third class carriages without brakes — Ordinary	592	(a)136	198	76	171	181	...	(h)163	526	196	351		54	2,644
21	Third class carriages without brakes — Bogie	29	...	...	...	...	...	...	...	...	30	...	...		59
	Third class carriages without brakes — Ambulance	52	(b)23	22	87	1	...	...	...	29	15	28	...		257
	Third class carriages without brakes — Six-wheeled	...	...	...	...	...	...	...	...	...	18	...	...		18
	Third class and postal vans — Ordinary	41	10	13	20	25	3	...	9	...	4	7		5	137
22	Third class and postal vans — Bogie	...	...	...	...	...	...	...	...	...	...	...	...		...
	Third class and postal vans — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...		...
	Third class carriages with brakes — Ordinary	8	...	...	(c)238	53	...	...	...	...	26	6	...		331
23	Third class carriages with brakes — Bogie	10	...	...	76	...	...	...	...	...	...	...	...		86
	Third class carriages with brakes — Ambulance	...	...	...	(d)350	35	...	...	...	...	...	...	...		385
24	Third class and brake vans	...	12	50	...	...	(e) 14	...	...	108	...	...	...		184
25	Compound third class incline vans	...	...	...	...	...	...	...	...	1	...	...	...		1
26	Brake vans	...	23	...	523	...	...	...	34	541	28	...	...		1,149
27	Postal vans	22	...	...	11	...	...	...	...	7	2	9	...		51
28	Cooking vans	...	...	...	...	...	1	...	...	...	...	...	...		1
29	Prison vans	...	...	...	...	...	...	...	...	6	...	...	...		6
30	Carriages, dynamometer	...	...	...	1	...	...	...	...	...	...	...	...		1
31	Carriage trucks	39	4	5	42	12	4	...	2	50	4	21		2	185
32	Horse boxes	75	10	15	124	31	10	...	6	93	15	46		10	435
33	Luggage vans	21	20	25	53	14	9	...	2	90	16	24		8	282
34	Produce vendors' vans	...	...	...	...	...	(f) 43	...	...	...	...	...	...		43
35	Fish vans	...	...	...	...	...	20	...	...	...	...	...	...		20
36	Store, ice, and stationery vans	...	...	...	15	...	...	...	...	...	...	...	...		15
37	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...		...
38	Open wagons for passengers	...	...	...	...	...	...	...	...	...	...	...	...		...
39	Miscellaneous	...	...	...	...	...	5	...	...	...	...	...	...		5
	TOTAL COACHING VEHICLES	1,264	316	422	2,133	517	465	(g)	265	1,786	475	643		112	8,398
	GOODS VEHICLES.														
1	Cylindrical wagons	...	...	...	...	...	259	...	...	...	...	...	...		259
2	Covered goods wagons, bogie — Iron	...	...	...	412	...	...	...	...	...	...	...	...		412
	Covered goods wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
3	Covered goods wagons, ordinary — Iron	(p) 3,983	2,271	1,170	6,404	2,333	1,463	348	(s) 776	804	580	396		110	20,638
	Covered goods wagons, ordinary — Wooden	(q) 2,451	...	...	131	1,525	(r) 69	...	...	3,591	1,653	976		59	10,455
	Carried over	6,434	2,271	1,170	6,947	3,858	1,791	348	776	4,395	2,233	1,372		169	31,764

I—*continued.*

and metre gauge railways on the 31st December 1896.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.		ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XXXVIII.—Bengal and North-Western—Tirhoot section. Company's section.	XL.—Rajputana-Malwa.	XLI.—Southern Mahratta.	XLIV.—Mysore section (Southern Mahratta).	XLV.—South Indian.	XLVII.—Assam-Bengal.	XLVIII.—Burma.*	XLIX.—Eastern Bengal State—Northern, Behar and Dacca sections.	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Dooars.	LIV.—Dibru-Sadiya.	LXVI.—Jodhpore-Bikaneer—Jodhpore section. Bikaneer section.	LXVIII.—Bhávnagar-Gondal-Junágarh-Porbandar.			
102	372	101	31	133 (*j*)	18	157	125 (*k*)	10	41	6	10	15	48 (*o*)	1,169		(*a*) Of these, nine carriages are provided with retiring accommodation for females.
215	619	146	62	549	...	255	164	...	84	13	25	48	116	2,296		(*b*) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for Lushai and Collis' dandies.
25	48	8	15	...	44	...	2	...	...	...	...	...	12	154	21	
...	5	...	1	15	...	61	...	...	...	...	...	...	...	82		(*c*) Of these, twelve carriages belong to the late Ferozepore steam tramway.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*d*) Of these, seventy-eight are bogie carriages.
16	16	29	...	2	...	10	7	...	2	...	...	...	4	86		(*e*) Of these, seven are intermediate class and brake vans.
...	...	...	...	...	4	...	...	...	...	...	...	...	..	4	2	(*f*) Of these, nineteen are milk vendors' vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*g*) There is no coaching stock on this railway.
...	98	203	26	...	...	4	...	...	10	...	...	...	...	341		(*h*) Of these, ten carriages are fitted with closets.
...	...	19	...	67	...	37	...	...	...	...	...	...	...	123	23	(*i*) Of these, twelve are on bogie frames.
...	...	...	2	...	...	4	...	...	...	...	...	...	...	6		(*j*) Of these, thirty-seven are of Clemenson's pattern and thirty-four are for females.
...	...	117	30	8	...	3	...	...	...	...	...	...	...	158	24	(*k*) Two compartments of a third class carriage are reserved for the carriage of mails from Sára Ghát to Kaunia, and twenty-four carriages have female compartments and latrine accommodation.
...	...	17	...	...	...	...	...	...	...	...	...	...	...	17	25	(*l*) Of these, six are horse trucks.
...	274	24	...	...	18	...	...	2	...	5	...	12	...	335	26	(*m*) Four of these are double.
...	...	...	...	18	...	5	3	...	...	...	...	...	...	26	27	(*n*) This is an open carriage on bogie frame.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	28	(*o*) Of these, twelve carriages have latrine accommodation.
...	5	...	...	...	...	8	...	...	...	...	...	...	...	13	29	(*p*) Of these, 1,081 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	30	(*q*) Of these, 888 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
5	38	9	5	5	...	1	5	...	...	...	...	...	6	74	31	(*r*) Including four ambulance wagons.
20	82	28	8	30	6	36	(*l*)16	...	5	...	1	(*m*)5	4	241	32	(*s*) Of these, four wagons are fitted as construction brake vans, one as a locomotive store van, one as a traffic store van, one as a relief train brake van, nineteen as luggage vans, one as a relief train van, four as brake van and Traffic Inspector's carriages, five wagons are fitted to carry horses and three hundred and seventy-six are of Russian type and are fitted with breast bars to carry 8 horses or 10 ponies each.
1	(*i*) 31	10	12	81	14	31	10	...	6	...	4	...	...	200	33	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	...	14	...	...	...	2	...	...	16	35	
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	
...	8	...	...	...	...	...	...	...	18	...	6	...	...	32	37	
...	...	...	...	...	...	...	...	...	...	...	...	(*n*) 1	...	1	38	
...	...	...	...	...	...	...	5	...	...	...	...	...	...	5	39	
384	1,598	711	192	908	104	612	351	12	166	24	48	81	190	5,381		(*t*) Including one hundred and twenty steel wagons, of which thirty-eight are fitted with brake compartments.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	(*u*) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
200	(*t*) 415	75	...	...	...	...	...	...	...	...	...	...	...	690	2	(*v*) These are six-wheeled medium-sized wagons.
...	...	...	...	...	...	500	...	...	...	...	...	...	...	500		(*w*) Including three hundred and fifteen medium-sized wagons.
1,894	2,027	(*u*) 2,463	400	957	125	(*v*) 50	(*x*) 1,084	...	470	65	50	...	258	9,843	3	(*x*) Of these, one hundred and eighteen are six-wheeled wagons.
362	1,844	205	...	856	400	(*w*) 1,621	(*y*) 677	4	20	...	83	180	...	6,252		(*y*) Of these, one hundred and thirty-six are supplied with necessary fittings for carriage of coolies.
2,456	4,286	2,743	400	1,813	525	2,171	1,761	4	490	65	133	180	258	17,285		

* The working of this line has been transferred to a Company from the 1st September 1896.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.		
		I.—East Indian.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western State.	XIII.—Oudh and Rohilkhand State.	XIV.—Eastern Bengal State (including the Bengal Central railway).	XV.—Calcutta Port Commissioners.	XVI.—East Coast State.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed state.		
	Goods vehicles—*concluded.*														
	Brought forward	6,434	2,271	1,170	6,947	3,858	1,791	348	776	4,395	2,233	1,372		169	31,764
4	High-sided wagons, bogie . . Iron	...	...	...	1	...	...	...	...	50	...	...		10	61
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
5	High-sided wagons, ordinary . . Iron	...	...	600	430	...	...	...	100	...	706	(c)50		221	2,107
	Wooden	...	...	...	106	6	35	2	...	254	204	842	...		1,449
6	Medium-sided wagons, bogie . . Iron	...	...	...	...	...	...	...	...	...	...	...	...		...
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
7	Medium-sided wagons, ordinary . . Iron	...	765	...	...	...	...	...	...	...	...	...		251	1,016
	Wooden	...	...	...	...	...	...	...	...	...	...	...		31	31
8	Low-sided wagons, bogie . . Iron	...	...	...	238	...	...	...	...	...	...	...	...		238
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
9	Low-sided wagons, ordinary . . Iron	1,018	210	67	1,697	144	124	5	(k)300	1,175	274	...		58	5,072
	Wooden	1,426	...	...	370	191	51	5	...	1,683	...	213	...		3,939
10	Cotton wagons, covered . . Iron	...	...	...	...	...	...	...	...	...	...	...	...		...
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
11	Open wagons for jute . .	...	(a)45	...	...	...	...	7	...	...	...	...	...		52
12	Pilot wagons	...	...	...	...	...	...	...	...	25	13	...	...		38
13	Dummy wagons . .	15	(b)7	...	...	...	4	...	...	...	...	...	...		26
14	Coal or coke wagons . .	...	...	...	...	...	...	...	...	...	...	60	...		60
15	Salt wagons	...	...	...	...	...	...	...	...	...	150	...	...		150
16	Cattle wagons	19	...	...	25	6	5	...	...	...	...	50	...		105
17	Flat wagons	...	...	...	...	...	...	...	...	...	...	...	...		...
18	Accident vans	...	...	...	...	...	...	...	...	...	...	...	...		...
19	Platform wagons . . .	23	...	...	...	...	...	5	...	...	...	(m)3	...		31
20	Coal hoppers	900	...	...	...	...	...	...	...	...	...	...	...		900
21	Powder vans	31	4	4	47	8	1	...	4	18	6	4	...		127
22	Tools or stores vans . .	...	(c) 1	...	1	2	2	...	...	...	...	(n)10	...		16
23	Treasure vans . . .	...	...	...	8	...	...	...	...	...	...	...	...		15
24	Relief vans . . .	21	8	10	...	6	5	...	...	...	...	...	...		5
25	Six-wheeled trucks . . Iron	...	...	...	...	...	...	...	...	...	101	...	...		101
	Wooden	3	...	...	...	...	...	...	...	...	1	...	...		4
26	Timber trucks . . Iron	...	...	...	39	54	...	...	28	24	...	...	...		145
	Wooden	55	16	...	13	28	20	...	...	167	60	...	...		409
27	Ballast wagons . . .	...	76	(f)150	...	...	...	...	...	...	300	...		87	613
28	Rail trucks	...	...	...	272	...	...	...	...	...	...	(c)50	...		322
29	Fuel trucks	...	...	...	...	...	45	...	...	...	...	70	...		115
30	Bolster trucks . . Double	...	...	...	...	...	...	...	...	...	...	60	...		60
	Single	...	...	50	...	...	12	...	...	...	...	115	...		177
31	Travelling oil tanks .	16	4	...	29	3	10	...	6	5	3	(c)11	...		87
32	Travelling water tanks .	...	...	8	42	1	1	...	...	(l) 20	15	4		2	93
33	Travelling cranes . .	20	(d)8	9	46	12	(i)4	...	...	47	...	(o)7		2	155
34	Accident cranes . .	...	...	...	...	4	...	...	5	...	4	...		3	16
35	Brake vans . . .	341	(e)100	(g)76	...	132	(j) 67	...	31	...	66	(p)175		41	1,029
36	Miscellaneous . .	...	...	...	(h) 1	...	1	...	...	...	156	(q) 3	...		155
	Total Goods vehicles .	10,322	3,515	2,144	10,312	4,505	2,178	372	1,250	7,863	4,286	3,099		875	50,721

1—*concluded.*

and metre gauge railways on the 31st December 1896.

METRE GAUGE.																
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XXXVIII.—Bengal and North-Western—Tirhoot section. Company's section.	XL.—Rajputana-Malwa.	XLII.—Southern Mahratta.	XLIV.—Mysore section (Southern Mahratta).	XLV.—South Indian.	XLVII.—Assam Bengal.	XLVIII.—Burma. *	XLIX.—Eastern Bengal State—Northern, Behar and Dacca sections.	L.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Doars.	LIV.—Dibru-Sadiya.	LXVI.—Jodhpore-Bikaneer—Jodhpore section. Bikaneer section.	LXVIII.—Bhávnagar-Gondal-Junagarh-Porbandar.			
2,456	4,286	2,743	400	1,813	525	2,171	1,761	4	490	65	133	180	258	17,285		(*a*) Of these, ten are bamboo wagons.
...	...	73	..	...	...	...	...	...	...	...	...	...	...	73	4	(*b*) Of these, four are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	170	400	...	...	...	...	...	...	...	...	...	570	5	(*c*) These are six-wheeled wagons.
...	134	...	...	413	75	60	...	...	...	...	544	...	...	1,226		(*d*) Of these, seven are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	(*e*) Of these, sixty-five are six-wheeled vans.
...	150	140 (*r*)	...	350	...	...	...	...	...	...	...	...	...	640	7	(*f*) Including ten construction ballast wagons, awaiting disposal.
...	...	...	...	154	...	310	...	4	...	...	...	...	...	468		
28	1,280	...	...	20	...	60	...	...	...	...	...	...	20	1,308	8	(*g*) Including ten incline and four construction brake vans, awaiting disposal.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
150	291	326	73	...	...	166	45	...	...	16	...	...	201	1,268	9	(*h*) These are bogie wagons.
171	922	159	1	...	300	231	153	...	86	...	70	40	305	2,438		(*i*) These are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	(*j*) Of these, twenty-seven are six wheeled vans.
...	...	...	...	63	...	...	...	...	...	...	...	...	...	63		(*k*) Of these, thirty-nine are fitted with low bolsters and twenty-three with high bolsters to carry rails.
...	...	...	...	...	...	...	54	...	...	...	...	...	...	54	11	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	(*l*) Of these, eight are travelling gas-holders.
...	...	...	...	...	...	19	10	...	...	...	...	...	...	29	13	
...	...	350	...	...	...	...	...	...	...	...	...	...	...	350	14	(*m*) Of these, one is an eight-wheeled wagon.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	(*n*) These also serve the purposes of accident vans.
...	...	25	3	6	1	131	...	...	...	...	...	...	6	172	16	(*o*) Of these, three are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	(*p*) Of these, twenty are six-wheeled.
...	15	...	...	...	...	...	...	...	...	...	...	...	...	15	18	(*q*) Of these, two are trucks to carry gas-holders and one is a support wagon for travelling cranes.
2	...	...	...	4	...	...	5	...	...	...	...	...	...	11	19	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	(*r*) Including seventeen wagons fitted with stanchions and chains.
1	35	11	2	7	...	9	2	...	2	...	1	...	2	72	21	
2	1	...	...	...	...	...	1	...	...	...	...	...	(*x*) 3	7	22	(*s*) Of these, two are six-wheeled vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	
7	...	(*s*) 10	3	...	...	9	5	...	1	...	...	...	...	35	24	(*t*) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	2	25	(*u*) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
...	...	...	...	15	...	...	1	...	...	...	...	...	...	16		
50	8	38	(*u*) 37	(*h*) 18	...	...	...	...	76	...	...	...	16	243	26	(*v*) Of these, one is a guard wagon to travelling cranes.
32	71	36	...	33	(*h*) 38	...	58	...	...	...	50	...	...	318		
...	...	...	...	...	...	...	...	...	...	...	...	...	74	74	27	(*w*) Of these, forty-one are bogie, and one hundred and two six-wheeled trucks.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	(*x*) One of these is on a bogie frame.
...	...	...	...	...	1	(*w*) 143	...	...	...	...	...	...	...	144		(*y*) These are road vans.
...	...	(*s*) 55	...	...	...	150	...	...	...	...	...	...	...	205	30	
...	8	5	...	10	...	...	...	...	...	...	...	...	...	23	31	
...	...	7	...	17	(*h*) 2	6	...	...	...	...	...	...	...	32	32	
13	29	(*t*) 29	(*v*) 6	3	6	19	(*x*) 10	...	6	1	1	...	(*c*) 2	125	33	
...	...	...	...	...	...	...	...	...	4	...	...	...	...	4	34	
78	...	...	...	52	12	136	57	...	9	...	12	...	37	393	35	
...	...	...	...	...	...	...	1	...	...	...	...	...	(*y*) 7	8	36	
2,990	7,130	4,009	695	3,378	960	3,630	2,163	8	674	82	811	220	931	27,671		

* The working of this line has been transferred to a Company from the 1st September 1896.

APPENDIX J.

This Indenture, made the 25th day of January 1889, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called the Secretary of State) of the one part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called the Company), of the other part.

WHEREAS by Indenture dated the 2nd day of October 1885, made between the Secretary of State of the one part and the Company of the other part, it was agreed (amongst other things) that the Company should, subject as therein mentioned, and upon terms and conditions therein contained, construct upon land to be provided by the Secretary of State, and equip, maintain, manage, use, and work, a line of railway from Bhopal to Cawnpore, *viâ* Jhansi, with the branches therein mentioned.

AND WHEREAS the share capital of the Company is 3,000,000*l.*, the whole of which amount has been paid up.

AND WHEREAS additional capital being required by the Company for the purposes of the undertaking, the Secretary of State on the 12th day of October 1887 authorised the Company to raise the same by the issue of debentures for 1,000,000*l.* at par, bearing interest at 3½ per cent. per annum such debentures to run for six years from the 1st day of January 1888; and on the 15th day of May 1888 the Secretary of State authorised the Company to raise further additional capital by the issue of debentures for 1,000,000*l.* not below par, bearing interest at 3¼ per cent. per annum, such debentures to run for seven years from the 1st day of July 1888.

AND WHEREAS the sum of 1,000,000*l.* has, under the authority given on the 12th day of October 1887, been raised by the Company by the issue at par of debentures in a form approved by the Secretary of State, and the sum of 1,001,694*l* 11*s.* 6*d.* has, under the authority given on the 15th day of May 1888, been raised by the Company by the issue at a premium of debentures in a form approved by the Secretary of State, and the sums so raised have been paid into the Bank of England to the credit of the Secretary of State.

AND WHEREAS the Secretary of State may from time to time hereafter authorise the Company to raise by the issue of debentures further additional capital for the purposes of the undertaking for the time being of the Company.

AND WHEREAS it is desirable that the provisions hereinafter contained should be applicable to the said debentures for 2,000,000*l.* already issued, and also to any further issue of debentures by the Company with the sanction of the Secretary of State.

NOW THIS INDENTURE WITNESSETH, that it is hereby agreed and declared as follows:—

1. THAT any debentures which may at any time hereafter be issued by the Company with the sanction of the Secretary of State shall be issued subject to such regulations and upon such terms and conditions as the Secretary of State may prescribe and in such form as may be approved by the Secretary of State; and the money to be raised by the issue of debentures as aforesaid shall when raised be forthwith paid into the Bank of England to the credit of the Secretary of State.

2. THAT the Secretary of State will, as often as and when the half-yearly or other interest payable in respect of the debentures already issued or to be hereafter issued as aforesaid, or in respect of any portion of the said debentures respectively, shall become due, and so as duly to provide for the payment of such interest, pay out of the revenues of India the amount of such interest to the London and County Banking Company, or other the bankers for the time being of the Company, to an account to be called "the Indian Midland Railway Debenture Account," and will on the respective days on which the principal moneys secured by such debentures are or shall be thereby appointed to be paid, or (as to the principal moneys secured by any of the said debentures, on which a memorandum signed by Chairman, or by the Managing Director or by the Secretary of the Company for the time being and by one of the Under Secretaries of State for India, or by the Assistant Under Secretary of State for India, postponing the date of payment shall be endorsed) on the later days mentioned in the said memoranda respectively, and so as (in either case) duly to provide for the payment of such principal moneys when due, pay out of the revenues of India to the same account the amount of the principal sums payable on such respective days, and the money so to be paid to the said account shall be applied in payment of such interest and principal accordingly.

3. PROVIDED always, that the Secretary of State shall not be bound to any principal or interest purported to be secured by any of the said debentures so issued or to be issued as aforesaid in any case in which moneys shall have been advanced to the Company by any person or persons on the security of a debenture, but such person or

persons shall have permitted the debenture to remain in the possession of the Company, and shall not have claimed and actually taken up the same. In any such case the moneys so advanced to the Company shall be carried to the account of 'capital not bearing interest," and in case any interest shall have been paid by the Secretary of State to the Company on or in respect of such debenture the interest so paid shall be repaid to the Secretary of State. PROVIDED also, that in every case in which a debenture, the payment of the principal and interest on which shall have been guaranteed by the Secretary of State, shall have been taken up, and the holder thereof shall not within 12 calendar months after the principal moneys secured thereon shall have become payable have applied for the payment of such moneys, then such moneys shall be carried to the account of the Secretary of State, and in every case in which any interest secured by a like debenture shall be unclaimed for 12 calendar months after the same shall have become due, such interest shall also be carried to the account of the Secretary of State. And the Secretary of State hereby covenants and undertakes to indemnify and hold harmless the Company against all claims made in respect of principal secured by any debenture or interest in respect thereof after the money advanced thereon shall have so been carried to the account of "capital not bearing interest," and in respect of interest which shall have been so repaid by the Company to the Secretary of State, and also against all claims in respect of principal or interest on debentures which shall have been taken up, but which shall have been so carried to the account of the Secretary of State as being unclaimed within 12 calendar months of the due date of payment, and generally against all liability of the Company by reason of their acting on this clause.

4. THAT the payment of the sums hereinbefore agreed to be paid by the Secretary of State for interest as aforesaid shall be in full satisfaction of all interest which under clause 34 of the said Indenture of the 2nd day of October 1885 would or might (except for this provision) become payable in respect of the principal moneys raised by debentures to which this Contract relates, and paid into the Bank of England to the account of the Secretary of State as aforesaid; and the amount paid by the Secretary of State in any year ending on the 31st day of December for interest accrued due during that year on the same principal moneys (less the amount of any interest repaid to the Secretary of State during that year under clause 3 hereof) shall, for the purposes of the provisions contained in clause 45 of the said Indenture as to the application of certain of the receipts of the Company, be taken into account and be paid out of the receipts of the Company attributable to that year (so far as the same shall suffice for that purpose) in the manner and with the priority provided by clause 45 (5) of the said Indenture, but no insufficiency of such receipts in any one year shall be charged against the receipts of any other year.

5. THAT the Secretary of State shall not pay or guarantee, or be required to pay or guarantee, any interest on any sum or sums received or which may at any time hereafter be received by the Company as premiums on the issue of debentures, but the sums so received shall be paid into the account of the Secretary of State as aforesaid and placed to the account of capital not bearing interest, and shall during the continuance in force of the said Indenture of the 2nd day of October 1885 be applicable in the manner and for the purpose in and for which money raised by the issue of shares is applicable, and upon the termination of the contract created by said Indenture the Company shall have no right thereto.

6. THAT unless the Secretary of State and the Company shall have agreed to a renewal of any debentures issued or to be issued by the Company pursuant to these presents previously to the same becoming payable respectively on similar or any other terms, the Secretary of State shall from time to time, whenever he shall think fit, give to the Company six calendar months' notice in writing to raise as capital by the issue not below par of shares or ordinary stock of the Company, with interest guaranteed by the Secretary of State, at such rate per cent. per annum (not exceeding four per cent. per annum) as may be mutually agreed on between the Secretary of State and the Company, such sum or sums as may be requisite to pay off the principal moneys secured by such debentures or any portion thereof, as and when the same shall fall due; but if the Secretary of State and the Company shall not within four months from the date of such notice have agreed upon the terms upon which such shares or stock are or is to be issued, the Company shall be at liberty, notwithstanding clause 75 of the said Indenture of the 2nd day of October 1885, to raise such sum or sums by the issue at or above par of shares or ordinary stock of the Company, with interest guaranteed by the Secretary of State at the rate of 4*l.* per cent. per annum. And in case the Company shall fail to pay such capital into the Bank of England to the credit of the Account of the Secretary of State within six months from the date of such notice, then to the extent of every such default or failure all moneys which under the covenants hereinbefore in that behalf contained shall be paid by the Secretary of State in payment of the principal moneys secured by the said debentures shall be treated and considered as capital contributed by the Secretary of State out of the revenues of India to the joint stock of the Company; and in order to give full effect to the rights of the Secretary of State in respect of the capital so contributed, the Secretary of State shall be at liberty at any time to name a person or persons into whose name or names as trustee or trustees for Her Majesty on account of the Government of India 100*l.* of stock of the Company for every 100*l.* sterling paid by

him in discharge of the debentures, and so in proportion for a less amount, with interest guaranteed by the Secretary of State at the rate of 4*l.* per cent. per annum if no other rate shall have been mutually agreed upon in respect of the shares or stock which the Company shall have been required to issue but shall have failed to issue within the six calendar months, but if any other rate shall have been mutually agreed upon in respect of the said shares and stock, then at such rate as last aforesaid, may be placed and registered, and thereupon such shares or stock shall be so placed and registered accordingly, fresh shares or stock being (if necessary) created and issued for the purpose.

7. AND IT IS HEREBY declared and directed that this present Indenture shall be read as an annexure to the hereinbefore mentioned Indenture of the 2nd day of October 1885 so as under and in pursuance of section 53 of the Conveyancing and Law of Property Act, 1881, this present deed may be read and have effect as if it contained a full recital of the said Indenture of the 2nd day of October 1885.

APPENDIX K.

Memorandum of Agreement, dated the 1st of May 1889, and made between the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) of the one part, and the DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED (hereinafter called the Company) of the other part, for the interchange of traffic between the EASTERN BENGAL STATE RAILWAY (hereinafter called the State Railway), and the DARJEELING HIMALAYAN RAILWAY (hereinafter called the Company's Railway), and for the provision, maintenance, and working of the STATE RAILWAY STATION AT SILIGURI to be used in common by both Railways.

Term of agreement.

1. This Agreement shall be in force for one year from the 1st July 1889, and after that date either party may determine it on giving to the other not less than six months' notice, expiring on the 30th June or 31st December in any year, of his or their intention to terminate it. Upon the termination of this Agreement each party shall have the rights and be subject to the liabilities defined in clause 19 of an Agreement dated 8th day of April 1879, made between the Secretary of State of the one part, and Franklin Prestage, Esquire, of the other part.

Joint use of Siliguri Station.

2. During the continuance of this Agreement the Company shall be entitled to work their trains into, and out of, the Station at Siliguri, having with the State Railway the joint and equal use, for traffic purposes only, of the booking offices, goods sheds, platforms, and all the traffic premises of the State Railway subject to the terms of this Agreement. All other offices, premises and buildings, required by the Company, shall be provided by the Company, outside of the boundaries of the State Railway land.

Payment for joint use of Siliguri Station.

3. The actual cost of erecting the existing Siliguri Station buildings, goods sheds, and all premises within the limits of the Siliguri Station as hereafter defined, which are used for traffic purposes by either Railway, shall be ascertained, and the plans and estimates for such future alterations and additions to such premises as may be, from time to time, required, shall be agreed upon between the Managers of the two Railways before such additions and alterations are commenced. The expenditure thus incurred, and hereafter to be incurred shall be provided by the Secretary of State. A sum of 6 per cent. per annum on the gross Capital expenditure, both already incurred and hereafter to be incurred, *viz.*, 4 per cent. for interest and 2 per cent. for maintenance, shall be charged to the joint station expenses account, which shall be payable by the parties hereto in the proportions hereinafter provided in clause 23 of this Agreement.

In the event of any of such buildings, goods sheds, or premises ceasing at any time to be used for traffic purposes, the cost of erecting such building or premises shall be removed from the statement above referred to of the cost of erecting existing buildings, goods sheds, or premises, and the amount thus written off shall be defrayed by either Railway wholly, or by both, Railways, jointly in such proportions as may be agreed on by the Managers of the two Railways, each case being considered separately on its merits. In the case of the temporary building now used as a transfer goods shed, the charge for the erection and maintenance of which has hitherto been wholly defrayed by the Company's Railway, the cost of this building, when no longer used for traffic purposes by either Railway, shall be wholly defrayed by the Company, which shall either repay to the Secretary of State the cost of its erection, or shall at the option of the Company pay to the Secretary of State 4 per cent. per annum until such cost of erecting the temporary building be repaid to the Secretary of State. As regards any buildings within the station limits to be used for traffic purposes, which may have been erected at the expense of the Company, the maintenance of all such buildings shall be undertaken by the Secretary of State, after they shall have been put in thorough repair at the expense of the Company, to the satisfaction of the Manager of the State Railway. It shall be at the option of the Secretary of State at any time to repay to the Company the Capital expenditure incurred for the erection of such buildings, and until such repayment is made by the Secretary of State, the Secretary of State shall pay to the Company interest on such Capital expenditure at the rate of 4 per cent. per annum, from the date such buildings are handed over to the Manager of the State Railway.

Provision of sidings for each Railway at Siliguri Station.

4. The cost of laying in, and maintaining, such of the sidings as are required by the Company within the limits of the Siliguri Station from time to time, shall be borne by the Company, and the cost of laying in, and maintaining such of the sidings as are required from time to time, within the limits of that station, by the State Railway, shall be borne by the Secretary of State.

(*a*) The Company will, at the expiration of this Agreement, at their own expense, remove from the State Railway land, any of the sidings laid by the Company under this clause which the Secretary of State may require the Company to remove.

5. All the work of alterations and additions within the limits of the station at Siliguri as hereinafter defined shall be done upon plans and estimates mutually agreed upon, from time to time, before the work is commenced, and under the general control of the Engineer-in-Chief of the State Railway, except that alterations and additions to the Company's line and sidings within such station limits shall, after they have been approved by the Manager of the State Railway, be carried out by the Company.

General control of work of maintenance, etc.

(*a*) All maintenance within the limits of the station (except that of the Company's line and sidings), shall be done under the general control of the State Railway Engineers.

6. This Agreement shall not be construed as giving the Company any right to erect buildings or sheds or lay in sidings, etc., within the State Railway boundaries at Siliguri Station except as provided herein, and any notice to terminate this Agreement shall be considered and accepted, as equivalent notice of the withdrawal after the expiration of such notice, of all the rights and privileges given under this Agreement to the Company, to enter or use the station and land at Siliguri, and after such expiration the parties hereto shall revert to their mutual rights under clause 19 of the said Agreement dated 8th April 1879.

Reservation of all rights of the State Railway.

7. The Station Staff at Siliguri will deal with the traffic, through as well as local, and the traffic of the two Railways shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that relating to either Railway. The staff at the Siliguri Station shall be appointed by the Manager of the State Railway, who is to have the exclusive control of the stations and sidings, etc., within the station limits.

Duties of Staff at Siliguri Station.

The Secretary of State shall provide and be responsible for the labour and appliances necessary for transhipment of through goods at Siliguri. The cost of such transhipment shall be equally divided between the two Railways, subject to agreement as to rates to be paid for work done, provided that no additional charge shall be made to the public for this service, except by previous mutual arrangement between the Managers of the two Railways.

8. The State Railway distant signal of the Siliguri Junction Station and a point demarcated for the purpose on the Company's line shall be considered and accepted as the limits of the station; and the trains and engines and traffic, as well as the staff of both Railways, shall be under the control of the Station Staff at Siliguri within the limits of the station as thus defined.

Limits of station defined.

9. The staff of Company shall, while within the limits of the Siliguri Station, obey and be bound by all the rules and regulations, and also all instructions which may be from time to time in force, or which may be issued by the Authorities of the State Railway, and the Authorities of the State Railway shall have the same rights and control over the staff of the Company, while within the limits of that station, as if they were the staff of the State Railway itself.

Control of staff while within station limits.

10. The cost of all damages and accidents to through passengers and traffic, both Coaching and Goods, which may be caused by the action of the Joint Station Staff at Siliguri, whether arising from negligence or otherwise, shall be charged to the Joint Station expenses account. All claims on the local traffic of either Railway similarly arising shall be charged to the Railway concerned.

Responsibility for accidents at Siliguri Station.

Each party hereto shall be individually responsible for damages or accidents caused by its own Running Staff within station limits, and also for all damage to its own rolling-stock from whatever cause arising.

11. Passengers and such other Coaching Traffic as may be mutually agreed upon shall be booked through between such stations of both Railways, and of other Railways with which the State Railway may have through-booking arrangements, as may be, from time to time, arranged between the Traffic Superintendents of the two Railways.

Through-booking of passengers, etc.

12. Goods shall be invoiced and booked through, to and from all goods booking stations on both Railways, and also between all goods booking stations of other Railways with which the State Railway books through from time to time.

Through-booking of goods and parcels.

Packages weighing more than 3 tons, or exceeding 12 feet long, by 5 feet 6 inches broad, by 6 feet high, outside measurement, shall not be booked through except by special arrangement. But the restriction as to length shall not include girder, long timbers, etc., which can be carried on bolster trucks. Live-stock, and goods in bulk, such as coal, coke, lime, etc., shall not be booked through except by special arrangement

13. Consignments of goods of not less than 14 seers in weight shall be booked through between the two Railways, but the minimum charge on each railway upon goods traffic booked through shall be as for half a maund. Packages of less than 14 seers in weight shall be booked through as parcels.

14. The traffic of Railways, other than the State Railway, which may pass on to the Company's Railway shall, in regard to that Railway, be treated and dealt with, in all respects, as if it were traffic from the State Railways, except that the rates, fares, charges, etc., of such other Railways, shall be collected and charged upon the Company's Railway, as may be advised, by the Manager of the State Railway, from time to time,

Traffic of other Railways to be treated in the same way as State Railway traffic.

15. Each Railway shall supply the other from time to time with the rates and fares between Siliguri and their respective stations. The through rates and fares shall be in all cases the sum of the local rates and fares of each Railway to Siliguri.

Through rates and fares.

16. No alteration of rate or fare, or classification affecting the through traffic, shall be made by either Railway, without six weeks' previous notice to the other. And such notices are to be given only by the Traffic Departments of either Railway, the period of this notice may be reduced by mutual consent. Any notice given under this clause shall not be considered notice of intention to terminate this Agreement under clause I hereof.

Notice of alteration of rates, fares, etc.

17. Each of the parties hereto shall be responsible for collecting all charges due to the other Railway upon all through traffic, and for collecting any amounts that may be undercharged at the forwarding station, with the exceptions noted below, for which the party hereto from whose station the goods are forwarded shall be responsible.

Collection of through charges.

(1) Charges on live stock of every description.
(2) Charges on perishable goods and parcels, which, according to the rules of the forwarding Railway, are required to be prepaid.
(3) Charges on Commissariat Ordnance stores booked prepaid under Credit Notes.
(4) Errors under Re. 1 either way in freight paid by Credit Note.
(5) Undercharges in passengers' fares and luggage, and in charges for insurance.
(6) Charges on all articles booked, but carried by the owner in his possession.
(7) Undercharges on specie.

But the party hereto at whose station the goods are received at the end of the transit shall not reduce below the charge mentioned in the invoice, or through way-bill, without the consent of the other party, except only in cases of errors in classification or calculation of freight, which may be corrected.

18. The mileage to Siliguri from stations on each Railway shall be taken from the published tables of rates and fares as correct for all purposes of this Agreement.

Distances.

19. The division of the receipts on through traffic shall be carried out weekly by the Audit Offices of the two Railways, without reference, to the end of month, except on the 30th of June and the 31st of December in each year, when return for odd days completing those months respectively will be required, and the traffic will be divided up to the end of those months accordingly. The weekly accounts shall be made up to Saturdays, inclusive, and settlements shall be made monthly on accounts which are to be closed on the last Saturday of each month; and each Railway shall have, in such division, its own local rates and fares, as notified to the other under clause 15.

Division of receipts upon through traffic.

20. Traffic booked between stations of the Company's Railway and of the State Railway except Siliguri, are between stations of Railways reached *viâ* the State Railway and stations of the Company's Railway, shall be considered as through traffic.

Definition of through and local traffic.

All traffic booked between the Siliguri Station and stations on either Railway shall be considered as local traffic.

21. Each Railway Administration shall supply all running stores necessary for its own trains as well as the tickets, way-bills, and other station forms required for its own particular purposes, and shall provide the menial staff for its own running rooms, and shall be responsible for greasing and oiling, and for the examination and proper condition of the stock leaving Siliguri Station for their own lines respectively.

Examination of stock of both Railways.

22. The Joint Station Staff at Siliguri shall keep all such books, statements, etc., as may be required by either Railway Administration from time to time, and render such statements, returns, etc., direct to the authorities of either railway as may be required.

Accounts of Junction and inspection of goods, etc.

The traffic books of all sorts, at that station, and all books, statements, etc., and all through goods, shall be, at all times, open to inspection by any authorized officers of either Railway.

23. The cost of the joint station working, including staff, and all expenditure which, in accordance with this Agreement, is chargeable against the Siliguri Joint Station expenses account, shall be borne and paid by the parties hereto in such proportion as the total weight of both coaching and goods traffic, through and local, carried by the State Railway in and out of Siliguri bears to the total weight of such traffic carried by the Company's Railway. For the purposes of this clause, each passenger of every class shall be assumed to weigh one maund. Accounts between the two Railways shall be settled half-yearly on this basis, as soon as possible, after the 30th June and 31st December in each year, or at the desire of either Railway, accounts between the two Railways may be settled quarterly instead of half-yearly, as soon as possible, after the 31st March, 30th June, 30th September, and 31st December in each year.

24. Each Railway shall make its own arrangements for its own Running Staff, and for its own Locomotives, and for the staff of that Department.

25. Telegrams on the joint business of the two Railways shall be interchanged free.

Telegrams free.

26. Claims for missing and damaged goods, etc., shall be settled by the Railway Administration in whose custody the loss or damage occurred, and when this cannot be ascertained, the claims shall be paid by the State Railway and debited to the "Joint Station Expenses;" but in such cases the consent of the Managers of both Railways must be obtained before settlement is made with the person claiming to be reimbursed such loss or damage.

27. For the purpose of determining the liability of the respective undertakings, with regard to through traffic, a record of the number and condition of packages unloaded and reloaded at Siliguri shall be kept by the Joint Staff. Such record shall be accepted as determining, in the case of the unloading books, the number and condition of packages made over by the forwarding Railway, and, in the case of the loading books, the number and condition of packages taken over by the receiving Railway. Loss of, or damage to, through consignments, while in the custody of the Joint Staff, shall be charged to Joint Station expenses; provided always that consignments which have remained at the joint station without being forwarded for forty-eight hours or over forty-eight hours, from causes beyond the control of the Joint Staff, shall be at the risk of the receiving Railway as laid down in para. 28.

It shall be optional to the Company or the State Railway to appoint at the sole expense of the undertaking on behalf of which such appointment is made, a special and separate staff for the purpose of checking through consignments.

Payment of accounts.

28. The accounts for "Joint Station Expenses," under clause 23, shall be submitted by the Auditor of the State Railway to the Company within six weeks after the 30th June and 31st December in each year, and the balances appearing due upon such accounts shall be paid within a fortnight of submission.

The division of traffic receipts under clause 19 shall be settled by the Company and the State Railway within six weeks.

Upon all amounts due as above, the accounts for which are not paid, as rendered (errors being subsequently adjusted) within the specified times as named above, interest at the rate of 5 per cent. per annum shall be paid until the money is actually paid by the State Railway to the Company or by the Company to the State Railway as the case may be.

Penalty for non-supply of wagons.

29. The Company shall be liable for a penalty of one anna per ton per hour, or part of an hour, on all upwards goods booked to stations on the Company's line, if after 24 hours' notice necessary wagons are not provided: and conversely, if the Company's wagons are detained under load beyond 24 hours after arrival at the transhipment platform, the State Railway shall pay a similar penalty for detention calculated as above. After 48 hours all through consignments shall be at the risk of the Railway to which they are booked, unless wagons are provided for their despatch.

Settlements of disputes.

30. All questions of dispute which may arise in carrying out these arrangements; as to the construction of any part of this Agreement; or its application to any particular case; or as to the cost of the station to be used in common; or as to the amount for which either Railway is liable for damage of stock, or injury, or loss, at the junction station; or with respect to any other questions which may arise, to be settled by arbitration, as may be arranged by the Managers of the two railways.

NORTHERN BENGAL STATE RAILWAY.

Statement shewing Capital cost of the Buildings at Siliguri Station from commencement to end of 1887-88.

NAME OF WORKS.	Expenditure to end of 1885-86 as per Sub-Register for 1885 86.	Expenditure during 1886-87.	Expenditure during 1887-88.	TOTAL.	REMARKS.
Station and Offices.	R a. p.	R a. p.	R a. p.	R a. p.	
Station-house and office at Siliguri	60,121 6 10	...	...	60,121 6 10	
Station platform	5,450 1 0	...	...	5,450 1 0	
Approach road	4,846 8 8	...	...	4,846 8 8	
			Alteration.		
Goods shed	11,924 6 4	...	1,891 3 3*	13,815 9 7	*Excludes R2,739 debited to Revenue A. 4-1.
Goods shed platform	1,790 6 3	...	...	1,790 6 3	
Garden	238 5 0	...	...	238 5 0	
Local goods shed for Darjeeling-Himalayan Railway	15,129 10 1	...	...	15,129 10 1	
Strengthening and stiffening the goods shed and covered verandah for the same for Darjeeling-Himalayan Railway	2,155 14 9	555 10 9	...	2,711 8 9	
Addition to covered way for Darjeeling-Himalayan Railway	5,608 6 3	...	...	5,608 6 3	
Latrine	889 13 6	...	...	889 13 6	
Lamp-room and three cook-houses	2,140 4 3	...	...	2,140 4 3	
Verandah to Locomotive running shed	431 10 5	...	...	431 10 5	
Piping, etc., for water-supply to station and bazar.	1,748 9 4	...	...	1,748 9 4	
Refreshment room and cook-house	473 9 1	...	...	473 9 1	
Fitting up and metalling goods yards	1,630 10 3	...	...	1,630 10 3	
Staff quarters.					
Signallers' quarters	795 9 0	...	...	795 9 0	
Three double-storied quarters for station staff	5,372 8 10	...	...	5,372 8 10	
Station Machinery.					
Well at Siliguri	2,188 9 0	...	...	2,188 9 0	
Water-supply for Darjeeling-Himalayan Railway at Siliguri	132 1 9	...	...	132 1 9	
Shelter for pumping engine	165 11 6	...	...	165 11 6	
Staff quarters.					
A block of two rooms for Sub-Inspector	...	1,901 13 10	—178 11 6	1,723 2 4	
Police menials' quarters, Siliguri	...	1,320 11 5	1,053 4 3	2,373 15 8	
TOTAL	1,23,234 1 4	3,778 4 0	2,765 12 0	1,29,778 1 4	

APPENDIX L.

This Indenture, made the 12th day of December 1895, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE BENGAL AND NORTH-WESTERN RAILWAY COMPANY, LIMITED, of the other part.

WHEREAS these presents are supplemental to two Indentures dated the 18th day of July 1890, and the 19th day of December 1894, respectively, and made between the Secretary of State of the one part and the Company of the other part, the earlier being the Contract for the taking over and working by the Company of the Tirhut State Railway, which Indenture is supplemental to an Indenture dated the 12th day of December 1882, and made between the Secretary of State of the one part and the Company of the other part, and is herein-after referred to as "the second Contract."

AND WHEREAS the Secretary of State and the Company have agreed that the provisions of the second Contract shall be modified to the extent and in manner herein-after appearing.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. In this Contract the words and expressions defined by the second Contract shall have the same meanings as are assigned to them respectively by that Contract.

2. The reference in sub-section 8 of section 1 of the second Contract to sub-section 3 of section 46 thereof shall be deemed to refer to sub-section 5 of section 46 as hereby altered.

3. The following clause shall be substituted for section 20 of the second Contract:—

"The Secretary of State shall have power from time to time during the continuance of this Contract to fix and vary the classification of passengers and goods, and also to fix and vary both maximum and minimum fares and rates for the several classes of passengers and goods respectively, with a reasonable difference between them for the carriage of through passengers and goods over the Company's railway, and of all passengers and goods, through and local, over the undertaking, and the fares and rates to be charged by the Company for the carriage of such passengers and goods shall not exceed the maximum or be less than the minimum rates so fixed; and the Company in respect of all passengers and goods derived from or delivered to the undertaking or any railway in connection therewith, and which may be carried over the Company's railway or any part thereof, or any foreign railway in connection with the Company's railway, shall book through between all stations comprised in the undertaking and all stations on the Company's railway, and shall charge not more than the same mileage rates for the distance which such passengers or goods shall be carried over the Company's railway or any part thereof as shall be charged on the undertaking. Until otherwise fixed, no rate for goods shall be higher than one pie or lower than $\frac{1}{10}$th pie per maund per mile."

4. The following proviso shall be added to section 26 of the second Contract:—

"Provided always, that the Secretary of State will within 14 days from the expiration of each calendar month advance to the Company 25 per cent. or such other percentage as the Secretary of State may from time to time fix of the combined gross earnings of the undertaking and the Company's railway paid into the Government Treasury as aforesaid during that calendar month, the aggregate of such advances in respect of each half-yearly period for which the revenue account shall be made up as hereinafter prescribed being brought into account and adjusted in accordance with the provision in that behalf contained in sub-section 5 of section 46 of this Contract."

5. The following addition shall be made to section 28 of the second Contract:—

"Nothing in this Contract contained shall entitle the Company to require the Secretary of State to supply the Company with moneys for expenditure on works chargeable to account of capital on the Company's railway or on any branch or extension thereof."

And the following addition shall be made to section 30 thereof:—

"The Company shall provide on its sole responsibility, and in accordance with the provisions of the original Contract, any additional capital required for expenditure on works chargeable to account of capital on the Company's railway or on any branch or extension thereof."

6. In section 40 of the second Contract there shall be substituted for that portion of the section which defines, for the purposes therein mentioned, the Secretary of State's

capital and the Company's capital respectively in the undertaking the following altered provision :—

"And for the purposes of sub-section 5 of section 46 of this Contract the Secretary of State's capital in the undertaking shall be taken to be the aggregate of the amounts at debit of Part I of the capital account (omitting the net amount under 'land'), of his shares of the items (1), (2), and (3), and of the item (4) mentioned in this section, and the Company's capital shall be taken to be the aggregate of the amounts from time to time standing at the debit of the Company's capital account under the original Contract (omitting the respective net amounts under 'interest during construction,' 'maintenance,' and 'rolling stock'), and the amount of the shares of the Company's railway of items (1), (2), and (3) mentioned in this section."

7. The following clause shall be substituted for section 46 of the second Contract:—

"The balance of each half-yearly revenue account after deducting from the combined gross earnings of the undertaking and the Company's railway working expenses and all other charges, if any, to account of revenue properly attributable to the half-yearly period for which each such revenue account shall have been made up, shall be applied in the following manner and in the following order:—

"(1) In payment of any further contribution to or for the purposes of the State Railway Provident Institution and the Company's Provident Institution under the rules thereof respectively for the time being in force.

"(2) In payment to the Company in rupees of the equivalent of the interest for such half-yearly period to be paid by the Company in respect of any capital raised by the Company in pursuance of section 30, with the sanction of the Secretary of State, for the purposes of this Contract.

"(3) In payment to the Company in rupees of interest for such half-yearly period at the rate of 4 per cent. per annum on any rupee moneys and on the equivalent in rupees of any sterling moneys expended by the Company with the sanction of the Secretary of State (as provided by section 29 of this Contract) on works chargeable to capital on the Company's railway or on any branch or extension thereof constructed in accordance with the original Contract and with the sanction of the Secretary of State. All interest under this and the next following sub-section shall be calculated in accordance with the present practice of the Government of India; that is to say, all such interest shall be calculated month by month, and in respect of each month shall for the purposes of this sub-section be one month's interest on the amount of the moneys expended as aforesaid on the last day of the last preceding month, increased or decreased by half a month's interest on the difference between that amount and the amount of the like moneys on the last day of the month for which interest is to be calculated, according as the last-mentioned amount is greater or less than the first-mentioned amount. In respect of the advances mentioned in the next following sub-section a similar method of calculation, *mutatis mutandis*, shall be adopted.

"(4) In payment to the Secretary of State in rupees of interest for such half-yearly period at the rate of 4 per cent. per annum on any rupee moneys and on the equivalent in rupees of any sterling moneys advanced by the Secretary of State pursuant to section 30 of this Contract for the purposes of this Contract, excluding moneys advanced by him to the Company for the management, maintenance, and working of the Company's railway and the undertaking.

"(5) And the residue (if any) shall be divided between the Secretary of State and the Company in the ratio of their respective shares of capital as specified in section 40 of this Contract. To the proportion of such residue which shall be found to belong to the Company shall be added a sum which shall be 5 per cent. of the proportion found to belong to the Secretary of State. The difference between the total amount found to belong to the Company as aforesaid together with the five per cent. last mentioned, and the aggregate of the advances in respect of the said half-yearly period made to the Company under the proviso contained in section 26 of this Contract, shall, as soon as it has been ascertained, be adjusted as between the Secretary of State and the Company by payments in India to the Company by the Secretary of State, or to the Secretary of State by the Company, as the case may require."

8. In the 65th clause of the second Contract the meetings of the Company referred to shall include not only meetings of directors, but also meetings of the Company.

9. The second Contract shall henceforth be read and construed as if the alterations and additions hereby agreed upon had been therein inserted; and as regards the adjustment of accounts between the Company and Secretary of State, such alterations and additions shall take effect in the accounts for the whole of the half-yearly period ending June 30th, 1896.

APPENDIX M.

Agreement between HIS HIGHNESS THE MAHARAJA OF COOCH BEHAR and the SECRETARY OF STATE IN COUNCIL FOR INDIA for the working of the COOCH BEHAR STATE RAILWAY by the Eastern Bengal State Railway Administration.

1. The Eastern Bengal State railway shall maintain and work the Cooch Behar State railway for a period of five years from 1st January 1896, and shall have the entire control of the trains and traffic arrangements, appoint all necessary staff, and provide all necessary labour and materials for the proper and efficient maintenance and working of the railway. For the performance of this work the Eastern Bengal State railway will receive 45 per cent. of the gross earnings, the balance 55 per cent. of the gross earnings to be made over to His Highness the Maharaja as soon as possible after the half-yearly accounts are rendered at the close of each half-year.

2. The sum 45 per cent. of the gross earnings will cover the cost of Revenue New Minor Works up to the State Railway limit of Rs. 30 per mile per annum and also the cost of supervision of Capital Works when no extra establishment is entertained beyond that employed in the ordinary maintenance of the line. When additional establishment is required for the supervision of Capital Works, the actual cost of such establishment shall be provided in the estimates as is done on the Eastern Bengal State railway.

3. All communications between the Cooch Behar Durbar and the Eastern Bengal State railway, under this agreement shall be direct, any difference of opinion being forwarded for orders to the Government of India. For the purpose of this agreement the Manager of the Eastern Bengal State railway shall undertake the same general duties with respect to the Cooch Behar State railway as are entrusted to him with respect to the Eastern Bengal State railway.

4. The Cooch Behar State railway shall be subject in all respects to the same control by the Director General of Railways as the Eastern Bengal State railway, it being understood that the word "Secretary of State" when used in this agreement, means the Secretary of State for India in Council.

5. Any additions or alterations to the works, rolling stock, plant or furniture of the Cooch Behar railway, the cost of which are not chargeable under para. 2, which may be required for the due completion and equipment of the line, or which may, from time to time, be found necessary, shall be carried out by or at the cost of His Highness the Maharaja. The incidence of charge whether to capital or revenue will be governed by the same rules as obtain on the Eastern Bengal State railway.

6. The Eastern Bengal State railway shall be responsible for the collection of all the revenue appertaining to the Cooch Behar State railway and shall pay the same into the Government Treasuries as may be found convenient.

7. The Eastern Bengal State railway shall furnish the Cooch Behar Durbar with a weekly return of the approximate earnings of the Cooch Behar State railway (Form St. I), and at the close of each half-year with a full account both of receipts and expenditure under detailed heads in State railway form.

8. A schedule of the fares and rates and of the mileage for charge between stations is appended to this agreement. The Eastern Bengal State railway administration shall have full control over the rates and fares on the Cooch Behar State railway during the currency of this agreement.

9. All earnings beyond Mogal Hat to be credited to the Cooch Behar State railway.

10. Through goods rates shall be the sum of the local rates, but in special cases a lower through rate may be charged if considered desirable by the Eastern Bengal State railway, division being made on a mileage proportion, after deducting the terminals—

(1) The rates charged to the Cooch Behar State railway for carriage of all stores and materials for capital and revenue works respectively shall be the same as charged to the Eastern Bengal State railway for similar services.

(2) For conveyance of mails over the Cooch Behar State railway charges shall be made to the Postal Department in accordance with the rules in force on State railways.

11. The Indian Railways Act, already introduced into the State by the Council notification of the 20th March 1894, and the standing regulations of the Eastern Bengal State railway as approved by the Governor General in Council under the Indian Railway Act, shall apply to the Cooch Behar State railway. The above Act and regulations shall constitute the law in force on the Cooch Behar State railway under which offences and actions affecting the Eastern Bengal State railway or their servants shall be tried; all such offences shall be tried by duly constituted Magistrates appointed by His Highness the Maharaja, subject to appeal to higher authorities, and all railway servants employed on the Cooch Behar State railway shall have the protection enjoyed by British subjects.

Agreement sanctioned in Government of India letter No. 106-R. T., dated the 29th January 1897.

Schedule of rates and fares for coaching and goods traffic on the Cooch Behar State railway.

PASSENGER FARES.

	Per mile. ₹ a. p.
First class	0 2 0
Second class	0 1 0
Intermediate class	0 0 6
Third class	0 0 4

PARCELS AND LUGGAGE.

(*a*) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.

(*b*) Each parcel shall be charged for separately, unless two or more are tied together and made up as one package.

(*c*) Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(i) When the weight does not exceed two and a half seers, four annas for 500 miles, or fraction of 500 miles, subject to a maximum charge of one rupee.

(ii) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.

(*d*) Parcels exceeding one cubic foot in contents, or five seers in weight are to be charged at the rates shown in the following table :—

Rates list for Luggage and Parcels.

Distance in miles.	Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for fractions in excess of even maunds.
	₹ a.	₹ a.	₹ a.	₹ a.	
Not exceeding 25	0 4	0 4	0 4	0 4	The amount entered in the respective columns.
Exceeding 25, but not exceeding 50	0 4	0 4	0 8	0 8	
„ 50 „ „ 100	0 4	0 8	0 12	1 0	
„ 100 „ „ 150	0 8	0 12	1 0	1 8	
„ 150 „ „ 300	0 8	1 0	1 8	2 0	
„ 300 „ „ 450	0 12	1 8	2 4	3 0	
„ 450 „ „ 600	1 0	2 0	3 0	4 0	
„ 600 „ „ 750	1 4	2 8	3 12	5 0	
„ 750 „ „ 1,000	1 8	3 0	4 8	6 0	
„ 1,000 „ „ 1,166	1 12	3 8	5 4	7 0	
„ 1,166 „ „ 1,333	2 0	4 0	6 0	8 0	
„ 1,333 „ „ 1,500	2 4	4 8	6 12	9 0	
„ 1,500 „ „ 1,666	2 8	5 0	7 8	10 0	
„ 1,666 „ „ 1,833	2 12	5 8	8 4	11 0	
„ 1,833 „ „ 2,000	3 0	6 0	9 0	12 0	
„ 2,000 „ „ 2,166	3 4	6 8	9 12	13 0	
„ 2,166 „ „ 2,333	3 8	7 0	10 8	14 0	
„ 2,333 „ „ 2,500	3 12	7 8	11 4	15 0	
„ 2,500 „ „ 2,666	4 0	8 0	12 0	16 0	
„ 2,666 „ „ 2,833	4 4	8 8	12 12	17 0	
„ 2,833 „ „ 3,000	4 8	9 0	13 8	18 0	
For each additional 167 or part of 167 miles beyond 3,000 miles	0 4	0 8	0 12	1 0	

(*e*) Passengers' luggage whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (*d*) by weight only, and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

(*f*) Excess luggage and percels containing perishable and dangerous goods shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods shall be optional.

(*g*) Parcels exceeding 40 seers in weight, or eight cubic feet in measurement, shall be booked only if accommodation will allow.

(*h*) The charges for parcels and luggage are to be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

TREASURE AND SPECIE OF ALL KINDS.

(*a*) Treasure, including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, *viz* :—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
„ 81 up to 270	1½
Over 270 maunds	1

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort :—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when consignments of treasures are over 54 maunds and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage, free of extra charge.

(*b*) Copper coins by passenger train in quantities of five maunds and under will be carried at the rate of two pies per maund per mile; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds.

Dogs, sheep, and goats and other small aminals shall be carried at the rate of 4 annas each between any two stations.

GOODS RATES.

	Pie per maund per mile.	
Tobacco (bishpat)	@ ½	When in consignments of 100 maunds and over.
Tobacco, all other descriptions, and jute	@ ½	
Jute and tobacco below 100 maunds	@ 1	
All other description of goods	@ 1	

Mileage chargeable in booking Coaching and goods traffic including mileage after opening extension to Cooch Behar City.

Mileage chargeable in booking coaching traffic.	Cooch Behar city.	Torsa.	Dewan Hat.	Chaarha Hat.	Gitaldaha	Gitaldaha Ghat.
Mogal Hat	30	28	22	14	7	6
Gitaldaha Ghat	24	22	16	8	1	
Gitaldaha	22	21	15	7		
Chaarha Hat	15	14	8			
Dewan Hat	8	6				
Torsa	1					

Mileage chargeable in booking goods traffic.	Cooch Behar city.	Torsa.	Dewan Hat.	Chaarha Hat.	Gitaldaha.	Gitaldaha Ghat.
Mogal Hat	30	29	22	15	8	6
Gitaldaha Ghat	24	23	16	9	2	
Gitaldaha	23	21	15	7		
Chaarha Hat	16	14	8			
Dewan Hat	8	7				
Torsa	2					

APPENDIX N.

This Indenture, made the 13th day of June 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (herein-after called "the Secretary of State"), of the one part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED, (herein-after called "the Company"), of the other part.

WHEREAS these presents are supplemental to the following Indentures, respectively made between the Secretary of State of the one part and the Company of the other part, namely: (i) an Indenture dated the 2nd day of October 1885 (herein-after referred to as "the principal Contract"), and (ii) an Indenture dated the 25th day of January 1889 (herein-after referred as "the Debenture Contract.")

AND WHEREAS by the 57th clause of the principal Contract it was agreed that the Secretary of State might at any time during the continuance of the principal Contract require the Company, subject to terms as to the provision of capital being agreed upon, to extend as far as the East Indian Railway at or near Katni the branch line of railway therein-before provided to be constructed to Saugor, and that as from the time when the Secretary of State should have so required the Company to effect the said extension the principal Contract should, subject only to the provisions contained in the clause now in recital (which are immaterial for the purposes of this Contract), be read and take effect as if in the 3rd clause of the principal Contract had been contained a stipulation for the construction of a branch line of railway from Saugor to the East Indian Railway at or near Katni, and as if the expression "the projected railway" had been in the 1st clause of the same Contract interpreted to mean and include the said extension, as well as the line of railway and several branch lines of railway respectively mentioned in the 3rd clause of the same Contract.

AND WHEREAS the Secretary of State has required the Company to effect the said extension, and it has been agreed between the Secretary of State and the Company that the capital required to cover the expenditure in this country in connection with the said extension shall be raised by the Company by the issue of debentures, and that the capital required in India in connection therewith shall be supplied in India to the Company by the Secretary of State upon the terms herein-after mentioned.

AND WHEREAS the Company have raised the sum of 250,711*l.* 5*s.* by the issue at a premium of debentures for 250,000*l.*, to run from the 15th day of February 1896 to the 31st December 1902, and bearing interest at the rate of 2½ per cent. per annum, and have paid the said sum of 250,711*l.* 5*s.* into the Bank of England to the credit of the Secretary of State as provided by the 37th clause of the principal Contract.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. The Secretary of State shall be entitled to interest at the rate of 3½ per cent. per annum on all moneys supplied by him in India as aforesaid to the Company for the purposes of the said extension. Subject as aforesaid, all moneys so supplied shall for the purposes of the principal Contract be deemed to be moneys supplied under clause 36 of the principal Contract.

2. The provisions of the Debenture Contract shall extend and be applicable to the debentures for 250,000*l.* so issued by the Company as aforesaid, and to the principal moneys and interest thereby secured, and to the moneys raised by the issue of the said debentures and paid into the Bank of England as herein-before recited.

3. For the purposes of the 36th clause of the principal Contract the said sum of 250,711*l.* 5*s.* paid into the Bank of England as aforesaid, and any further sums which may with the sanction of the Secretary of State be raised in sterling money by the Company and paid into the Bank of England for the purposes of the said extension, shall be converted into rupee currency at the rate of 16¼ rupees to the pound sterling instead of at the rate of 12½ rupees to the pound sterling as in that clause mentioned.

APPENDIX O.

This Agreement, made the 11th day of June 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and ROBERT PRESTON NIXON and ROGER BUTTERY SEDGWICK, both of 5, Fenwick Street, Liverpool, and LOWTHER ROBERT WINDHAM FORREST, of Bombay, trading under the style of Messrs. Killick, Nixon, and Co., of Bombay, by their agents, Messrs. Nixon, Sedgwick, and Co., of Fenwick Street, Liverpool (hereinafter called "the Promoters"), of the other part.

Whereas the Promoters contemplate the immediate formation and establishment of a Joint Stock Company limited by shares and registered in India under the Indian Companies Act, 1882, and to be called the Tapti Valley Railway Company, Limited, with a nominal capital of not less than the sum of 130 lakhs of rupees, divided into shares of ₹500 each, and powers sufficient to enable it to provide for the execution, carrying out, and fulfilment of, or to execute, carry out, and fulfil all the works, duties, and liabilities which under the Indenture set out in the schedule hereto (hereinafter referred to as "the scheduled contract") would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto, and have requested the Secretary of State to enter into such undertaking as is on his part hereinafter contained, which he has consented to do.

Now these presents witness and it is hereby mutually agreed as follows; that is to say:—

1. If prior to the 24th day of June 1896 a Joint Stock Company limited by shares shall be duly registered in India under the Indian Companies Act, 1882, with a nominal capital of not less than the sum of 130 lakhs of rupees, divided into shares of ₹500 each, and with powers sufficient to enable it to provide for the execution, carrying out, and fulfilment of, or to execute, carry out and fulfil, all the works, duties, and liabilities which under the scheduled contract would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto, including powers to make or cause to be made extensions of the railway and works in the scheduled contract referred to, and to raise additional capital for the purposes aforesaid, and if the whole of the said capital of 130 lakhs of rupees of such Company, or such portion thereof as may be considered satisfactory by the Secretary of State, shall be subscribed on or before the 24th day of June 1896 for payment to such Company, and if such Company shall, prior to the 24th day of July 1896, duly and formally execute in duplicate an Indenture identically in the words and figures of the scheduled contract, with the addition of the date thereof, or with such modification of detail as may be agreed upon between such Company and the Secretary of State, and shall on or before the said 24th day of July 1896 deliver to the Secretary of State the said Indenture in duplicate duly executed as aforesaid, and if the Promoters shall have duly performed and observed the stipulations and provisions on their part to be performed and observed, the Secretary of State will at any time afterwards, upon the request in writing of the Promoters, execute the said Indenture, which shall thereupon become binding upon both parties thereto, and will deliver one part of such Indenture to the said Company.

2. Subject to the law for the time being in force in British India, the Secretary of State will give his sanction to the payment out of capital, during a period which shall extend to the close of the half-year next after that in which the said railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings of the said railway during the period aforesaid, shall be required to pay interest at the rate of 4 per cent. per annum on the subscribed capital of the Company to be registered as aforesaid, and a sum of ₹10,000 per annum towards the office expenses and expenses of management of the said Company. The Secretary of State will also recognize the payment out of capital by the said Company of a commission of 2½ per cent. on the said capital of 130 lakhs of rupees, or on so much thereof as shall be subscribed as aforesaid, which commission shall cover all remuneration to the Promoters for their trouble and all expenses incurred by them (other than legal expenses and expenses of advertising, printing, registration, and stamps) of or in connection with the floating of the said proposed Company. A statement shall be inserted in every prospectus, notice, or advertisement of the proposed Company, inviting subscriptions for capital, that the Secretary of State accepts no responsibility for the estimates of the cost of the proposed undertaking or its probable profits after completion.

3. The Promoters shall submit all contracts and items of expenditure entered into or incurred in England on behalf of the proposed Company, the cost of which is intended to be charged against capital, for the sanction of the Secretary of State, and all such contracts and items of expenditure entered into or incurred in India for the sanction of the Government of Bombay, and no expenditure against capital will be allowed to be charged by the proposed Company for which the previous sanction of the Secretary of State or of the Government of Bombay, as the case may be, shall not have been obtained.

APPENDIX P.

This Indenture, made the twenty-eighth day of August 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL of INDIA of the one part, and the TAPTI VALLEY RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this Contract, together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway, and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges, and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance, or working of the said railway, or for services rendered and work done in relation thereto, respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under clause 28 hereof.

The expression "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 27 and 28 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a railway from outside the eastern fence of the Bombay, Baroda and Central India Railway Station at Surat to Nundurbar, and extending thence to Amalner, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway, either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of the State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brick-fields, and kindred purposes, and shall allow the Company, or the working agency for the time being to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon

thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company from any Native State, through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway or any extension thereof; and the provisions of the preceding clause shall as far as possible extend to any land so granted.

6. The said railway shall be a single line of the standard gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Bombay, Baroda and Central India Railway (except that 70lbs. flat-footed rails and creosoted pine sleepers may be used), so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications and estimates in relation to the construction or execution of the said railway and stations and other works shall, so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State, through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India, under clause 29 hereof with the funds necessary for carrying out the works, as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

To meet the expense of general supervision, an amount equal to 2½ per cent. on the total capital outlay incurred in India, exclusive only of such general supervision, on the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay to the Secretary of State a commission of 2 per cent. on all stores purchased for the said railway and works in England, and on all other disbursements in England, including freight and other shipping charges, by the Secretary of State or the working agency; but if the arrangements for shipping stores purchased in England shall be entrusted to any agency other than the working agency by arrangement with the Secretary of State or the working agency, the Secretary of State or the working agency shall pay to such other agency the balance of such commission which shall remain after deducting actual disbursements made in connection with the preparation of specifications for and the supply, inspection, and approval of such stores.

8. All the expenditure by the Secretary of State on account of the construction of the said railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract, and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency, and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings, and conveniences from time to time required within the boundaries of the Bombay, Baroda and Central India Railway for the purpose of effecting a junction between the said railway and the Bombay, Baroda and Central India Railway at Surat Station, as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or Company working the same in respect of the use of the land, lines, platforms, buildings, or other conveniences at the said station in excess of the sum to be retained from the gross earnings of the said railway under clause 27 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will make such arrangements with the railway administrations concerned that the rates to be charged to the Company or the Secretary of State for the carriage over the Bombay, Baroda and Central India Railway, and over the Rajputana-Malwa Railway, of all materials, plant, and stores required for the construction of the said railway and the works connected therewith, shall be the same as are charged on those lines respectively for materials, plant, and stores used for similar purposes on those railways.

15. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct at his own cost such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts, and things as he shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

17. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained, and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works, and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State, and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

18. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

19. The Secretary of State shall thenceforth, until the determination of this Contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance, and management of the said railway during the period aforesaid or during any part thereof, or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with such additions, variations, or modifications (if any), subject always to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the said railway or any part thereof through State agency the provisions set forth in the said contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications, subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

21. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same

manner and subject to the same regulations and control by the Secretary of State as the like business on the Bombay, Baroda and Central India Railway, and the Company shall not interfere or be concerned with such business.

22. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Bombay, Baroda and Central India Railway; provided that the rates, fares, and terminals, if any, shall be within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Bombay, Baroda and Central India Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 55 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements, and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company, and to the working agency on behalf of the Company, of any reasonable alteration, improvement, or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public, or for meeting the development of traffic on or for the effectual working of the said railway or otherwise, and which is estimated to cost more than ₹1,000. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this clause shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 29 hereof the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works, and to expend the same in the execution of such works, and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work, estimated to cost more than ₹10,000, required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained, and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the Capital of the Company.

26. The cost of works the execution of which shall be carried out by the working agency on behalf of the Company shall be dealt with as follows:—

(*a*) All such works costing more than ₹1,000, in respect of which notice shall have been given under clauses 25 hereof, shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than ₹1,000 each shall be charged to revenue, and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway. Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

27. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain such a percentage as is in the 23rd clause of the contract or agreement set forth in the schedule hereto provided to be paid over to the working agency therein referred to; or (if such contract shall not be entered into or shall be determined before the expiration and determination of this Contract), such a percentage as may be provided in any other contract or agreement which may be entered into under the 20th section of this Contract; or (if the said railway shall be worked and maintained through State Agency) such a percentage as the Secretary of State shall consider just or reasonable, but such percentage is not in any case to exceed for any half-year such a percentage of the gross earnings for that half-year as shall be equivalent to the percentage of the working expenses in relation to gross earnings of the Bombay, Baroda and Central India Railway (including any standard-gauge branches thereof), for the same half-year, and is not to exceed in any year 50 per cent. of the gross earnings of the said railway for the same year; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery), and for working, managing, and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works, and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the Secretary of State to the Company, less any sum which may have been advanced by the Secretary of State in anticipation of the declaration of a dividend and on account thereof.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

Rebate.

28. The Secretary of State shall allow to the Company, in respect of and at the end of each calender year commencing at the close of the period during which interest shall be payable out of capital under clause 34 hereof, by way of rebate, such a sum not exceeding in any year 10 per cent. of the combined shares attributable to the Bombay, Baroda and Central India Railway and the Rajputana-Malwa Railway, of the gross earnings from traffic, except stores, interchanged between the said last-mentioned railways, or either of them, and the said railway as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for the year at a rate of 4 per cent. per annum on the actual expenditure charged in the capital account, and shall also allow the sum of ₹6,000 for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each year, together with such rebate as aforesaid for such year, and the said annual sum of ₹6,000 and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Provided always, that as regards traffic interchanged between the Rajputana-Malwa Railway and the said railway, the allowance by way of rebate on such traffic above provided for shall continue only so long as the existing contract for the working of the Rajputana-Malwa Railway by the Bombay, Baroda and Central India Railway shall continue in force.

Capital Expenditure.

29. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggregate sum of 130 lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, deducting therefrom the amount payable to the promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 33, to be raised in shares or stock, or by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 130 lakhs of rupees, or such less sum as aforesaid, shall be at the rate of ₹50 per share of ₹500 and shall constitute the first of the said instalments.

30. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway or the Company shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company under this Contract, not exceeding in the aggregate the amount paid to the Secretary of State under clause 29, shall be supplied to the said agency or the Company by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

31. Whenever the expenditure on account of the said railway, properly chargeable to capital, shall exceed the said sum of 130 lakhs of rupees, and further moneys shall be required for the like expenditure, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for that purpose as well as for the construction of such additional works as may be required under the provisions of clause 25 of this Contract.

32. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

33. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates, and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout, inclusive of the cost of and incidental to the formation and registration of the Company, and may charge the same as capital expenditure of the said railway.

34. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than 4 per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of ₹10,000 per annum towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new Capital.

35. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *bonâ fide* temporary purposes.

Accounts.

36. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway, or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also within a reasonable time furnish to the Company a return of the approximate gross earnings for each week.

37. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the

expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

38. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

39. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

(*a*) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State under clause 29 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract.

(*b*) *To the Debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account, and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

40. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company, in rupee currency, an account of the expenditure and receipts in reference to the said railway, attributable to Capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered :—

To the Debit of the Account.—(*a*) All such expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to Capital.

(*b*) All such expenditure on the said account, including payment of interest on Capital under clause 34, sums paid for office expenses and expenses of management of the Company, and other sums properly chargeable to Capital under the provisions of this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the Account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from Capital or otherwise properly attributable to Capital in accordance with the usage of Indian railways or this Contract, which sums have been entered in the account described in clause 39.

41. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

42. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on Capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery and of substantial improvements of and additions to old works, plant, and fixed machinery provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and not being petty works within the meaning of the 26th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restorations, renewals, and replacements, and of petty works within the meaning of the 26th clause of this Contract, is to be met by the working agency.

Audit.

43. The accounts of the Company in relation to expenditure and receipts, and of

the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England, and elsewhere, on Capital Account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company, and included in the Capital Account.

Miscellaneous.

44. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, or improvement of the said railway, or the maintenance or working thereof, under the Contract or Agreement set forth in the schedule hereto, or any other contract or agreement which may be entered into under the 20th clause of this Contract.

45. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, the business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

46. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

47. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway, or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

48. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under-Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

49. The registered office of the Company shall at all times during the continuance of this Contract be situate in Bombay.

Determination of Contract and matters consequent thereon.

50. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say) :—

1. If before the said railway is open for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company, may determine this Contract by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).
2. The Secretary of State may by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1921, or on the 31st day of December in the last year of any subsequent period of 10 years or on the 31st day of December 1950.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right

to any compensation or payment from the Secretary of State in respect thereof, except as hereinafter specially provided, shall relinquish and give up to the Secretary of State, or to any Native State, as the case may be, possession of all land of which they respectively shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State or such Native State), together with all the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any moveable or immoveable property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

51. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sums, that is to say, (i) if the Contract shall be determined by notice of purchase on the 31st day of December 1921, or at the expiration of any subsequent period of 10 years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the five years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the Capital Account of the Company, or be less than such total capital expenditure. And (ii) if this Contract shall be determined by notice of purchase on the 31st day of December 1950, then the total amount of such capital expenditure as aforesaid.

52. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the said railway and works, so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 50th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

53. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 51 or clause 52.

54. The clear balance of money payable by the Secretary of State to the Company under the 51st or the 52nd clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

55. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein

contained, or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX Q.

This Indenture, made the 30th day of October 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called "the Company") of the other part.

Whereas by an Indenture dated the 24th day of September 1884, and made between the Secretary of State of the one part and the Company of the other part (which Indenture is hereinafter referred to as the principal Contract), the Company contracted for the maintenance, management, use, and working by the Company of the Rajputana-Malwa Railway.

And whereas the Secretary of State has entered into a Contract, dated the 28th day of August 1896, with the Tapti Valley Railway Company, Limited, with the object (among other things) of constructing, on a route to be determined by the Secretary of State, a railway from outside the eastern fence of the Bombay, Baroda and Central India Railway Station at Surat to Nundurbar, and extending thence to Amalner, with stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works (all which proposed railway, stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works are hereinafter meant by and included in the expression "the said railway").

And whereas one of the terms of the said Contract is that the Secretary of State shall maintain and work the said railway as and when completed, either through State agency, or through some other agency to be selected by him, and that he shall have full power to enter into this present Contract for the working, maintenance, and management of the said railway.

And whereas the Company have agreed to work, maintain, and manage the said railway upon the terms and conditions hereinafter contained.

Now this Indenture witnesseth:—

Interpretation of terms.

1. The definitions of "the Secretary of State," "the Company," and "the Bombay and Baroda Railway" in the principal Contract contained shall apply to this Contract.

The expression "the Rajputana-Malwa Railway" means and includes the Rajputana-Malwa Railway as defined by "the undertaking" in the principal Contract.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway, and also the rents of any buildings belonging to the said railway and occupied by servants of the Company which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the undertaking, and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under clause 25 hereof.

The expression "months" means calendar months.

Surat Station and Junction thereat.

2. The Secretary of State and the Company shall from time to time agree upon the additional works and conveniences to be constructed at the said Surat Station of the Bombay and Baroda Railway, or in extension thereof, to meet the traffic of the said railway; and, upon any such agreement being made, the Company shall prepare plans and specifications of the said additional works and conveniences, and of the junction with the Bombay and Baroda Railway to be made at Surat, and shall submit the same to the Secretary of State for his approval. Such plans and specifications, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, and by the Company's engineer on behalf of the Company. Any such additional works and conveniences at the said junction shall respectively be constructed by the Company

on land at Surat forming part of the Bombay and Baroda Railway, and shall be held by the Company, subject to the use thereof for the purposes of the said railway, upon the terms hereinafter mentioned, or such other terms as may from time to time be agreed upon by the Secretary of State and the Company. No charge or toll shall be made or levied upon or from the Tapti Valley Railway Company in respect of the use of the lines, platforms, buildings, or other conveniences at the said Surat Station in excess of the sum to be retained from the gross earnings of the said railway under section 23 of this Contract.

3. The Secretary of State shall from time to time, on the application of the Company, provide and hand over to the Company, subject to the conditions of section 60 of the principal Contract with reference to land not required for the purposes of the undertaking therein defined, such land as the Secretary of State may consider to be necessary for the purpose of constructing the said additional works and conveniences, and for making the said junction. The Company shall forthwith or upon provision as aforesaid of the necessary land, if it shall be required, proceed with diligence in the construction of the said additional works and conveniences and junction, in accordance with the said plans and specifications.

4. The Company shall, during the construction of the said railway, convey over the lines of the Bombay and Baroda Railway and of the Rajputana-Malwa Railway all materials, plant, and stores required for the construction of the said railway at the same rates as are charged on the Bombay and Baroda Railway and on the Rajputana-Malwa Railway for such materials, plant, and stores used for similar purposes on those railways respectively.

Opening of Railway.

5. From time to time when and as often as an inspecting officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained, and is ready and fit for the conveyance of passengers and goods, the Secretary of State will furnish to the Company, free of all cost to the Company, a specification of such whole or part of the said railway describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same. Such specification, plans, and working drawings shall be submitted to the Agent of the Company in India, and when finally accepted by him shall be signed by him on behalf of the Company and by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, and shall be retained by the Company. The said specification and plans shall from time to time be revised and completed up to date as occasion shall require. The Secretary of State shall guarantee the Company undisturbed possession at all times during the continuance of this Contract of each and any portion of the said railway handed over to them.

6. As soon as may be after the said specification, plans, and working drawings have been so approved and signed as aforesaid, such part of the said railway as they respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

7. The Company shall thenceforth, until the determination of this contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened, on the terms and subject to the provisions hereinafter expressed.

8. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Rajputana-Malwa Railway as now carried on under the principal Contract.

9. The Company shall charge such rates and fares for the carriage of goods and passengers over any portion of the said proposed railway, as shall from time to time be agreed upon between the Company and the Secretary of State, and adopt such classification of goods thereon as shall be from time to time in force on the Bombay and Baroda Railway. Provided that such rates, fares, and terminals, if any, are within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Bombay and Baroda Railway. The apportionment of through rates for traffic passing over the said proposed railway to or from the Bombay and Baroda Railway or the Rajputana-Malwa Railway shall be subject to agreement between the Secretary of State and the Company.

10. The Company shall be at liberty to charge tolls according to tariffs to be settled by the Secretary of State on traffic over any roadways on bridges (if any), for foot-passengers, cattle, or carts or other vehicles.

Application of certain Conditions of Principal Contract.

11. The conditions with respect to the provision of a police force, and the provision and use of telegraphs and telegraphic appliances, and (except as is hereinafter otherwise

expressly provided) with respect to moneys supplied by the Secretary of Sate for the purposes of the said railways, shall be the same as are by the principal Contract prescribed with reference to the same matters respectively in respect of the undertaking therein defined, but the Secretary of State shall allow the Company the use of as many wires as they need at the same rate per mile as he charges for the use of wires on the Bombay and Baroda Railway.

12. During the continuance of this Contract the Company shall keep the said railway and works, or such part thereof as shall for the time being be open for public traffic, supplied with rolling-stock, plant, and machinery, other than fixed machinery, as if it were part of the Bombay and Baroda Railway, and shall manage, use, and work the said railway and works or such part thereof as aforesaid, and convey traffic thereon, upon, under, and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions as are by the principal Contract prescribed in respect of the management, use, and working of the undertaking therein defined and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State. And in all respects not otherwise provided for by this Contract, the Secretary of State and the Company respectively shall and may with reference to the respective matters aforesaid have, execute, enjoy, put in force, and be subject to the like rights, powers, authorities, privileges, provisions, regulations, duties, and obligations as are by the principal Contract in respect of such matters respectively given or reserved to or imposed upon the Secretary of State and the Company respectively: Provided always, that nothing in this Contract contained shall operate so that the said railway and works shall form part of the Bombay and Baroda Railway or of the Rajputana-Malwa Railway.

13. The Secretary of State may from time to time, and with or without an application from any railway administration or person, call upon the Company to agree, and subject to the conditions of clause 9 the Company may agree, with the administration or administrations of any other railway or railways in connection with or with which there shall be an interchange of traffic with the said railway, to through rates for the traffic between the stations of the said railway and those of such other railway or railways, and likewise to the apportionment of such rates among the administrations of such railways and the Company. If the Company and the said administrations, or any of them, should fail to agree in the settlement of such through rates or their apportionment, and such administrations should agree in writing to be bound by the decisions of the Government of India, or any authority duly appointed by the said Government in that behalf, in respect of the matters in dispute, such decisions shall be binding on the Company so long as the said administrations continue to act in accordance therewith. In arriving at its decisions the Government of India, or the said authority, as the case may be, shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route or any part of the route, as well as any special charges which any administration may have been entitled to make in respect thereof.

Alterations, Improvements, and Additions.

14. The Secretary of State may from time to time give notice in writing to the Company of any reasonable alteration, improvement, or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto or the said junction at Surat, either for the protection and security of the said works and stations, the safety of passengers or of the public, or for meeting the development of traffic on or the effectual working of the said railway or otherwise and which is estimated to cost more than ₹1,000. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same and state approximately what such works are expected to cost. On receiving any notice under this clause the Company shall with all reasonable speed execute the works described therein, the Secretary of State (except in the case of alterations or improvements in or additions to the said station at Surat or the said junction) supplying the necessary funds, or causing the same to be supplied, and providing, free of all cost to the Company, any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the said railway and works and execute the said works.

15. On the completion of works so required, as well as on the completion of the works to be constructed under clause 3 (Surat Station), a specification such as is described in clause 5, with necessary plans, shall be prepared and signed on behalf of the Company and of the Secretary of State respectively as therein provided, and delivered to the Secretary of State together with a similarly certified statement of the cost of the said works. All such specifications and plans shall be corrected from time to time, when additions or alterations are made to the works of the said railway.

16. The cost of works the execution of which shall be carried out by the Company shall be dealt with as follows:—

(*a*) All such works, costing more than ₹1,000, in respect of which notice shall have been given under clause 14 hereof, shall be charged to the capital account of the Tapti Valley Railway Company.

(b) Petty works, costing not more than R1,000 each, shall be charged to revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said railway as hereinafter provided.

Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed R20 per mile open in any half-year, such excess shall be charged to the capital account of the said railway, and shall be met by the Secretary of State.

17. No moneys that may be at any time supplied or provided by the Secretary of State under this Contract shall be deemed to be moneys supplied or provided in respect of the Bombay and Baroda Railway or the Rajputana-Malwa Railway, nor shall they be entered in any of the accounts of the Company kept by them in respect of those railways.

Land.

18. Any land that may be under this Contract provided by the Secretary of State and handed over to the Company shall be held by the Company upon the like terms and conditions as are by the principal Contract prescribed in respect of land to be provided thereunder.

Accounts of Gross Earnings and their application.

19. The Company shall keep, in rupee currency in India, a distinct and separate account of the gross earnings derived from the working of the said railway, or of such part thereof as shall for the time being have been opened for public traffic. Such account shall be made up half-yearly to the 30th of June and the 31st of December in each year, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same and correct any error which may be discovered therein. The Company shall also within two calendar months after each of the said half-yearly days render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

20. The Company shall also keep in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid, and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by any person or persons duly authorised by the Secretary of State in that behalf. The Company shall afford all proper and sufficient facilities for such inspection and transcription, and shall on the requirement of the Secretary of State (but at his expense) duly verify any such account, provided such requirement be notified in writing to the Company within three calendar months after the receipt by the Secretary of State of the summary aforesaid for any half-year. If after such verification the Secretary of State shall require any alteration to be made in any such account, or in any summary to be so rendered by the Company as hereinbefore provided, and if the Company shall give notice to the Secretary of State that they object to such alteration being made, the matter thus being in difference between the Secretary of State and the Company shall be referred to arbitration under the provision for arbitration hereinafter contained.

21. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification shall have been delivered to the Company within three calendar months after the receipt by the Secretary of State of the said summary shall be deemed to be settled between and shall be binding upon the Secretary of State and the Company, except that, if and whenever any error shall be subsequently discovered in any such summary of account, such error shall be rectified and allowed for in the account for the half-year in which such error shall be discovered or for any subsequent half-year.

22. The said gross earnings shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into such Treasury of the Government in India as the Secretary of State may approve. The Secretary of State shall, as soon as the accounts between him and the Company in respect of the said railway and works for any half-year shall have been settled, pay over to the Company at Bombay to the credit of the Bombay and Baroda Railway a sum bearing the same proportion to such gross earnings for such half-year as the aggregate of working expenses of the Bombay and Baroda Railway bear to the aggregate gross earnings of that railway (including any standard gauge branches thereof), for the same half-year, less such sums, if any, as the Secretary of State shall be entitled to retain out of such gross receipts under clause 25, but such sum is not in any year to exceed 50 per cent. of the said gross earnings of the said railway for that year, and the said sum shall be accepted by the Company in full satisfaction and remuneration for the supply of rolling-stock, plant, and machinery, other than fixed machinery, and the managing, working and maintaining the said railway and works in accordance with the provisions of this Contract, and for the performance by the Company of every other obligation undertaken by them under this Contract with reference to the said railway and works.

23. The amount to be paid to the Company under clause 23 (less any sums retained by the Secretary of State under clause 25) shall be entered in the accounts kept by the Company in relation to the Bombay and Baroda Railway.

Rebate.

24. The Secretary of State shall be entitled to retain, in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of capital by the Tapti Valley Railway Company, Limited, by way of rebate, such a sum not exceeding in any year 10 per cent. of the combined shares attributable to the Bombay and Baroda Railway, and the Rajputana-Malwa Railway, of the gross earnings (carriage of stores being excluded) from traffic interchanged between the said last-mentioned railways, or either of them, and the said railway, as shall, together with the net earnings of the Tapti Valley Railway Company, Limited, for the said year to be retained by the Secretary of State, make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual expenditure charged in the capital account of the said railway, and shall also allow the sum of R6,000 per annum towards the office expenses and the expenses of management of the Tapti Valley Railway Company, Limited, and also all such legal expenses as may be properly incurred by the said last-mentioned Company and approved by the Secretary of State or the Government of India, and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first half of each year.

Provided always, that as regards traffic interchanged between the Rajputana-Malwa Railway and the said railway, the allowance by the Company by way of rebate on such traffic above provided for shall continue only so long as the principal Contract shall continue in force.

Other accounts to be kept by Company.

25. The Company shall keep separate accounts of all moneys received by them from the Secretary of State or from the Tapti Valley Railway Company under the provisions of this Contract, and of the expenditure by the Company of the said moneys, in such forms as the Secretary of State may from time to time prescribe, and such accounts shall be from time to time made up and submitted to the Secretary of State as he may require.

Termination of Contract.

26. This Contract shall terminate at the same time at which the Contracts of the 21st day of November 1855 and the 2nd day of February 1859, under which the Bombay and Baroda Railway is worked by the Company, terminate under clauses 20, 21, or 22 of those Contracts respectively.

27. If within 12 months from the date of this Contract a Company as proposed with power to construct the said railway shall not be registered, as aforesaid, and a contract between such Company and the Secretary of State for the construction by such Company of the said railway and works be lawfully entered into, this Contract shall be void and of none effect.

As to Arbitration.

28. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX R.

This Indenture, made the 23rd day of July 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "Secretary of State") of the one part, and THE BENGAL AND NORTH-WESTERN RAILWAY COMPANY, LIMITED (hereinafter called "the Company"), of the other part.

WHEREAS these presents are supplemental to the several Indentures hereinafter mentioned, and made respectively between the Secretary of State of the one part and the Company of the other part, namely: (i) an Indenture dated the 12th day of December 1882, which was a Contract for the construction and working by the Company of the Bengal and North-Western Railway, and is hereinafter referred to as "the original Contract;" (ii) an Indenture dated the 22nd day of February 1886, modifying in some respects the terms of the original Contract, and hereinafter referred to as "the Contract of 1886;" (iii) an Indenture dated the 18th day of July 1890, which was a Contract for the taking over and working by the Company of the Tirhut State Railway in conjunction with the Company's railway, and is hereinafter referred to as "the Contract of 1890;" (iv) an Indenture dated the 19th day of December 1894, providing for extensions of the Company's railway, and hereinafter referred to as "the Contract of 1894;" and (v) an Indenture dated the 12th day of December 1895, modifying in some respects the terms of the Contract of 1890, and hereinafter referred to as "the Contract of 1895."

AND WHEREAS the Secretary of State and the Company have agreed that provision shall be made for the further extension of the Company's system of railways and of the Tirhut system of railways respectively.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. Clause 3 of the original Contract, as altered by clause 2 of the Contract of 1886 and by clause 1 of the Contract of 1894, shall be further altered as regards the description therein of the lines of railway to be constructed, and shall henceforth be read as if the following railways had been therein mentioned:—

(*a*) A railway from Turtipar to Benares communicating by a bridge with proper approaches over the River Gogra with the Company's line on the left bank of that river;

(*b*) A branch line from the last-mentioned railway at Mau to Azamgarh;

(*c*) Another branch line from the same railway at or near Saidpur to Ghazipur; and

(*d*) A railway from Mau aforesaid *viâ* Ballia to a point on the right bank of the River Gogra near Revelganj.

2. As and when the railways referred to in the preceding section shall respectively have been opened for public traffic, they shall respectively be deemed to have become integral parts of "the Company's railways" and of "the open system" as respectively defined in the Contract of 1890 for the purposes of that Contract.

3. Subject to the requisite land and funds being provided according to the stipulations in that behalf hereinafter contained, the Company shall with due diligence and expedition, and in accordance in all respects with the provisions and requirements in the original Contract contained for the construction and equipment of the railways therein referred to, construct, equip, and open for public traffic the railways hereinafter mentioned, together with all such stations, station yards, offices, warehouses, houses for employés, conveniences, and works as, in the opinion of the Secretary of State, shall be necessary and proper for the purposes of the said railways respectively, either as regards the due working of the same or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise; namely—

(*a*) A railway from Hajipur to Begum Serai, connected with the existing railways at those places respectively.

(*b*) A railway from Garhara to Katihar, connected with the existing railways at those places respectively, and including a bridge with proper approaches over the River Kosi.

(*c*) Branches towards Monghyr and Bhaugulpur with ferry at Bhaugulpur.

4. The Secretary of State will provide, or cause to be provided, free of cost to the Company, the land which he shall consider necessary for the purposes of the railways mentioned in the last preceding clause and the works connected therewith respectively, and all the provisions of the Contract of 1890 as to land provided for the purposes of the undertaking therein mentioned shall extend and apply to any land so provided.

During the construction of the said railways, and until they shall respectively have become part of the undertaking as hereinafter provided, the provisions of the original Contract and of the Contract of 1890, with reference to telegraphs and telegraphic appliances and to police, shall extend and be applicable to such railways and the works connected therewith.

5. As and when the railways referred to in clause 3 shall respectively have been opened for public traffic, they shall respectively be deemed to have become integral parts of "the undertaking" and of "the open system" as respectively defined in the Contract of 1890 for all the purposes of that Contract.

6. For the purpose of meeting expenditure attributable to capital in connection with the construction and equipment of the railways mentioned in clause 1 of this Contract, the Company may raise money by issuing further share capital to the amount of 900,000*l.* (being part of 1,500,000*l.* increase of capital the creation of which has been already authorised by the Secretary of State, but no portion of which beyond the said 900,000*l.* is to be issued without the sanction of the Secretary of State) with such preferences as to capital, dividends, or otherwise as the Company shall think fit, such money to be apportioned between the different railways in such proportions as the Secretary of State shall approve, and (subject to the conditions and restrictions in the Indian Railways Act, 1894, contained) the Company may, in the case of each of the said railways, pay out of capital interest upon the further capital so issued for the construction of the railway at a rate not exceeding 3½ per cent. per annum during the construction of the same railway, and until the close of the half-year next after the half-year during which the same railway shall have been opened for public traffic, and the Company may charge all interest so paid to capital as part of the cost of construction of the same railway, less the amount of any net earnings of the same railway realised during the interval between the opening and the close of the period mentioned.

7. All capital raised and expended by the Company under the powers contained in the preceding clause, so soon as the railway to the construction of which it has been apportioned shall have been opened for public traffic, shall be dealt with under clause 40 of the Contract of 1890 as amended by clause 6 of the Contract of 1895, and interest thereon shall be payable under sub-clause 3 of clause 7 of the Contract of 1895, and it shall be treated as part of the Company's capital for the purposes of sub-clause 5 of the last-mentioned clause.

8. To meet the expenditure attributable to capital in connection with the construction and equipment of the railways mentioned in clause 3 of this Contract, the Secretary of State will advance to the Company such sums as may from time to time be required, to be apportioned between the different railways in such proportions as the Secretary of State shall direct.

9. All sums advanced by the Secretary of State and expended by the Company under the provisions of the last preceding clause, so soon as the railway for the construction of which they were advanced shall have been opened for public traffic, shall be dealt with under clause 40 of the Contract of 1890 as amended by clause 6 of the Contract of 1895, and interest thereon shall be payable under sub-clause 4 of clause 7 of the Contract of 1895, and they shall be treated as part of the Secretary of State's capital for the purposes of sub-clause 5 of the last-mentioned clause.

10. In the event of the original Contract being determined by the Secretary of State by notice of purchase in accordance with the provisions contained in clause 55 of that Contract, the sum payable to the Company for the purchase of the railways mentioned in clause 1 of this Contract shall not be ascertained in manner provided by clause 57 of the original Contract as amended by clause 4 of the Contract of 1886, but shall be a sum equal to the actual sterling capital raised by the Company for the purposes of the said railways with the sanction of the Secretary of State and expended with the like sanction on the said railways as appearing in the Capital Account, including therein any sums paid out of capital for interest during construction.

11. Unless and until otherwise directed, the Company shall keep for the purposes of this Contract the following accounts:—

(1) A capital account relating to the railways mentioned in clause 1 of this Contract;

(2) An account of the earnings of the Company (as defined in clause 1 of the original Contract) in respect of the same railways;

which accounts shall be kept separate and distinct from the "accounts" which the Company shall be required under the original Contract to keep for the Company's railway.

APPENDIX S.

This Agreement, made the third day of December 1896, between the SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State"), of the one part, and a SYNDICATE consisting of the following gentlemen: SIR HENRY SEYMOUR KING, SURGEON-GENERAL DE RENZY, C.B., J. BERRY WHITE, ESQ., JOHN MACKINNON, ESQ., THE INDIAN AND GENERAL INVESTMENT TRUST, LD., H. DE C. AGNEW, ESQ., W. A. BROWNE, ESQ., NAWAB SYED ABDOOS SOBHAN CHOWDRY OF BOGRA (hereinafter called the "Promoters") of the other part.

WHEREAS the Promoters contemplate the immediate formation and establishment of a Joint Stock Company, Limited, by shares and registered in India under the Indian Companies Act, 1882, and to be called the Brahmaputra Sultanpur Branch Railway Company, Limited, with a nominal capital of not less than the sum of 36 lakhs of rupees, divided into shares of ₹100 each, and powers sufficient to enable it to provide for the execution, carrying out and fulfilment of, or to execute, carry out, and fulfil, all the works, duties, and liabilities, which under the Indenture set out in the schedule hereto (hereinafter referred to as "the scheduled contract") would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto and have requested the Secretary of State to enter into such undertaking as is on his part hereinafter contained which he has consented to do.

Now these presents witness and it is hereby mutually agreed as follows; that is to say:—

1. If prior to the 31st day of March 1897 a Joint Stock Company, Limited, by shares shall be duly registered in India under the Indian Companies Act, 1882, with a nominal capital of not less than the sum of 36 lakhs of rupees, divided into shares of ₹100 each, and with powers sufficient to enable it to provide for the execution, carrying out, and fulfilment of, or to execute, carry out and fulfil all the works, duties, and liabilities which under the scheduled contract would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto, and if the whole of the said capital of 36 lakhs of rupees of such Company or such portion thereof as may be considered satisfactory by the Secretary of State shall be subscribed on or before the 31st day of March 1897 for payment to such Company, and if such Company shall prior to the 30th day of April 1897 duly and formally execute in duplicate an Indenture identically in the words and figures of the scheduled contract with the addition of the date thereof, or with such modification of detail as may be agreed upon between such Company and the Secretary of State, and shall on or before the said 30th day of April 1897 deliver to the Secretary of State the said Indenture in duplicate duly executed as aforesaid, and if the Promoters shall have duly performed and observed the stipulations and provisions on their part to be performed and observed, the Secretary of State will at any time afterwards, upon the request in writing of the Promoters, execute the said Indenture which shall thereupon become binding upon both parties thereto, and will deliver one part of such Indenture to the said Company.

2. Subject to the law for the time being in force in British India, the Secretary of State will give his sanction to the payment out of capital, during a period which shall extend to the close of the half-year next after that in which the said railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings of the said railway during the period aforesaid, shall be required to pay interest at the rate of 3 per cent. per annum on the subscribed capital of the Company to be registered as aforesaid, and a sum of ₹5,000 per annum towards the office expenses and expenses of management of the said Company. The Secretary of State will also recognise the payment out of capital by the said Company of a commission, 2½ per cent., on the said capital of 36 lakhs of rupees or on so much thereof as shall be subscribed of as aforesaid, which commission shall cover all remuneration to the Promoters for their trouble and all expenses incurred by them (other than legal expenses and expenses of advertising, printing, registration and stamps for which actuals shall be charged as incurred) of or in connection with the floating of the said proposed Company. A statement shall be inserted in every prospectus, notice, or advertisement of the proposed Company, inviting subscriptions for capital, that the Secretary of State accepts no responsibility for the estimates of the cost of the proposed undertaking or its probable profits after completion.

APPENDIX T.

Memorandum of Agreement, made and entered into this eighth day of January one thousand eight hundred and ninety-seven, between the within-named THE SECRETARY OF STATE FOR INDIA IN COUNCIL, of the one part, and the within-named SIR HENRY SEYMOUR KING, SURGEON-GENERAL DE RENZY, C.B., JOHN MACKINNON, ESQ., THE INDIAN AND GENERAL INVESTMENT TRUST, LIMITED, HENRY DECOURCY AGNEW, ESQ., WILLIAM ADOLPHUS BROWNE, ESQ., AND NAWAB SYED ABDOOS SOBHAN CHOWDRY, for themselves and for the executors of the within-named J. Berry White, deceased, of the other part. *Whereas* since the execution of the within-written agreement it has been agreed between the parties hereto that the amount of nominal capital of the Company to be formed to take up the within-mentioned concession which must be subscribed before the within-scheduled contract shall be executed in favour of the Company shall be fixed at thirty lakhs of rupees instead of the full amount of the nominal capital of rupees thirty-six lakhs as provided in clause 1 of the within-written agreement. *Now these presents witness* that it is hereby agreed and declared between and by the said parties hereto that the amount of the nominal capital of rupees thirty-six lakhs which must be subscribed before the said scheduled contract can be executed in favour of the Company shall be rupees thirty lakhs only with power to the Company to raise any requisite additional capital by the issue of shares and debentures subject to the provisions of clause 35 of the said scheduled contract and that the within-written agreement shall henceforth be read and construed as if the capital required to be subscribed as aforesaid was therein fixed at rupees thirty lakhs only with power to raise additional capital as aforesaid: the provisions of the said agreement otherwise remaining unaltered.

APPENDIX U.

This Indenture, made the Twenty-second day of February 1897, between the SECRETARY OF STATE IN COUNCIL OF INDIA, of the one part, and the BRAHMAPUTRA SULTANPUR BRANCH RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows :—

Interpretation of Terms.

1. In this Contract—

The expression "The Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this contract, together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance or working of the said railway or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed under clause 28 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 27 and 28 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a railway from outside the eastern fence of the Eastern Bengal State Railway Station at Sultanpur through Bogra to Kaliganj or any suitable ferry station thereabouts on the Brahmaputra River with all such stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying ballast, brick-fields, and kindred purposes and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this

Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall obtain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and, if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The said railway shall be a single line of the metre gauge, and shall, as regards permanent-way, station accommodation, and general structural character, be equal in all respects to the standard of the Eastern Bengal State Railway, except that the steel rails need not exceed 50lb. to the yard so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations, and other works shall so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

6. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India, under clause 29 hereof, with the funds necessary for carrying out the works as well for the cost of materials and labour for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

7. The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England or India by the Secretary of State.

8. All the expenditure by the Secretary of State on account of the construction of the said railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract, and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency, and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings and conveniences from time to time required within the boundaries of the Eastern Bengal State Railway for the purpose of effecting a junction between the said railway and the Eastern Bengal State Railway at Sultanpur Station, as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or company working the same in respect of the use of the land, lines, platforms, buildings, or other conveniences at the said station in excess of the sum to be retained from the gross earnings of the said railway under clause 27 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will make such arrangements with the railway administrations concerned that the rates to be charged to the Company or the Secretary of State for the carriage over their railways of all materials, plant, and stores required for the construction of the said railway, and the works connected therewith shall be the same as are charged on those lines respectively for materials, plant, and stores used for similar purposes on those railways.

15. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct at his own cost such electric telegraphs and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto; and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

17. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

18. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of said railway as the said specification, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

19. The Secretary of State shall thenceforth, until the determination of this Contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall, subject always to the provisions of these presents, have full power to enter into any contract or agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency.

21. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Eastern Bengal State Railway, and the Company shall not interfere or be concerned with such business.

22. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Eastern Bengal State Railway; provided that the rates, fares, and terminals, if any, shall be within the maximum and minimum rates, fares and terminals, if any, for the time being in force on the Eastern Bengal State Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall

be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 55 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company, of any reasonable alteration, improvement, or addition which may, in his opinion be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than R1,000. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost, to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said Railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 29 hereof the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than R10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the capital of the Company.

26. The cost of works the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company shall be dealt with as follows:—

(*a*) All such works costing more than R1,000 shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than R1,000 each shall be charged to revenue, and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway. Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

27. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain 45 per cent.; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices,

warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings for the said half-year, and shall be applicable as follows :—

(1) In the first place in the repayment to the Secretary of State of so much of the interest which shall have been paid by the Secretary of State to the Company under clause 28 of this Contract as shall be attributable to the half-year.

(2) If the net earnings, attributable to the two half-years in any year commencing on a 1st day of January and ending on a 31st day of December and applicable in the manner mentioned in the preceding sub-section of this section shall exceed the amount of payment chargeable thereon, the surplus arising from such excess shall be applied in the first place in the payment to the Secretary of State, of so much, if any, of the interest mentioned in the preceding sub-section, as shall be attributable to either of the same two half-years and shall not have been repaid to the Secretary of State under such sub-section and the residue if any of the same surplus shall belong as to one-half thereof to the Secretary of State and as to the remaining half thereof to the Company.

The term half-year shall in respect of this section mean the respective periods of 6 calendar months respectively, commencing on the 1st day of January and the first day of July and ending on the 30th day of June and the 31st day of December.

Payment of interest.

28. The Secretary of State will during the continuance of this Contract out of the revenues of India pay to the Compay half-yearly on the 1st day of July and the 1st day of January commencing from the first-half year after the close of the period during which interest shall be payable out of capital under clause 34 hereof, interest at the rate of 3 per cent. per annum on the actual expenditure charged in the capital account, and shall also, until the minimum dividend of 3 per cent. is received by the Company from the earnings of the branch line, allow the sum of ₹5,000 for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. Such payments of interest as aforesaid for such year together with such further moneys as may be payable under sub-section 2 of clause 27 of this Contract, and the said annual sum of ₹5,000 and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause or under clause 27 of this Contract to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

Capital Expenditure.

29. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggregate sum of 36 lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, deducting therefrom the amount payable to the Promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 33, to be raised in shares or stock or by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 36 lakhs of rupees, or such less sum as aforesaid, shall be at the rate of ₹20 per share of ₹100 and shall constitute the first of the said instalments.

30. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company under this Contract, not exceeding in the aggregate the amount paid to the Secretary of State under clause 29, shall be supplied to the said agency by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

31. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the said sum of 36 lakhs of rupees, and further moneys shall be required for the like expenditure or for such additional works as may be required under the provisions of clause 25 of this Contract, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for such further expenditure.

32. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

33. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout inclusive of the cost of and incidental to the formation and registration of the Company and may charge the same as capital expenditure of the said railway.

34. The Company (so far as authorized so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than 3 per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of ₹5,000 per annum towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new Capital.

35. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys; but this stipulation shall not necessitate the sanction of Secretary of State or of the working agency to the borrowing of money by the Company at a reasonble rate of interest for *bonâ fide* temporary purposes.

Accounts.

36. The Secretary of State shall keep or require to be kept in rupee currency in India, a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also, within a reasonable time, furnish to the Company a return of the approximate gross earnings for each week.

37. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the accounts aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorized by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification, the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

38. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

39. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which, from time to time, shall be entered:—

(*a*) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State under clause 29 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian Railways or this Contract.

(*b*) *To the Debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account, and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

40. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts in reference to the said railway attributable to capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered:—

To the Debit of the Account—

(*a*) All such expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.

(*b*) All such expenditure on the said account, including payment of interest on capital under clause 34, sums paid for office expenses and expenses of management of the Company and other sums properly chargeable to capital under the provisions of this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the Account—

All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract, which sums have been entered in the account described in clause 39.

41. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian railway companies working railways under the supervision of the Secretary of State.

42. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital besides bearing the cost of the original construction and completion of the said railway and the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant and fixed machinery, provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and not being petty works within the meaning of the 26th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restoration, renewals, and replacements and of petty works within the meaning of the 26th clause of this Contract, is to be met by the working agency.

Audit.

43. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England or elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any persons or person who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company, and included in the Capital Account.

Miscellaneous.

44. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, or improvement of the said railway, or the maintenance or working thereof, under the contract or agreement set forth in the schedule hereto, or any other contract or agreement which may be entered into under the 20th section of these presents.

45. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

46. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

47. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertakings shall be subject to the provisions of every such Act as last aforesaid.

48. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

49. The registered office of the Company shall at all times during the continuance of this Contract be situate in Calcutta.

Determination of Contract and matters consequent thereon.

50. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):—

1. If before the said railway is open for traffic throughout, the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).
2. The Secretary of State may by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1919, or on the 31st day of December in the last year of any subsequent period of 10 years, or on 31st day of December 1948.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specifically provided, shall relinquish and give up to the Secretary of State, as the case may be, possession of all land of which they respectively shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State) or such Native State, together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being, on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

51. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sums; that is to say (i), if the Contract shall be determined by notice of purchase on the 31st day of December 1919, or at the expiration of any subsequent period of 10 years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the five years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the Capital Account of the Company, or be less than such total capital expenditure. And (ii) if this Contract shall be determined by notice of purchase on the 31st day of December 1948 (50 years) then the total amount of such capital expenditure as aforesaid.

52. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the said railway and work so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 50th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

53. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 51 or clause 52.

54. The clear balance of money payable by the Secretary of State to the Company under the 51st or the 52nd clause of this Contract shall carry interest in favour of Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

55. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then, and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX V.

This Agreement made the 6th day of January 1897 between the SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part and the INDIA GENERAL STEAM NAVIGATION COMPANY OF 4, FAIRLIE PLACE, CALCUTTA (hereinafter called "the Promoters"), of the other part.

WHEREAS the Promoters being a Joint Stock Company, Limited, and registered in India under the Indian Companies Act, 1882, and being (in accordance with their Memorandum of Association) already in ample possession of powers sufficient to enable them to provide for the execution, carrying out and fulfilment of or to execute, carry out, and fulfil all the duties and liabilities which under the Indenture set out in the schedule hereto (hereinafter referred to as "the scheduled contract") would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto have issued to the public debentures for a total sum of R12,00,000 and contemplated the raising or providing hereafter of such further sums not exceeding together with the said R12,00,000 the sum of 17 lakhs of rupees or such less sum as may be required, on the security of the works to be carried out as set forth in the scheduled contract and have requested the Secretary of State to enter into such undertaking as is on his part hereinafter contained which he has consented to do.

NOW THESE PRESENTS WITNESS and it is hereby mutually agreed as follows; that is to say:—

1. If prior to the 30th day of October 1896, the whole of the said sum of 17 lakhs of rupees or such portion thereof as may be considered satisfactory by the Secretary of State shall be raised and if the Company shall prior to the 30th day of November 1896 duly and formally execute in duplicate an Indenture identically in the words and figures of the scheduled contract with the addition of the date thereof, or with such modification of detail as may be agreed upon between the Company and the Secretary of State, and shall on or before the said 30th day of November 1896 deliver to the Secretary of State the said Indenture in duplicate duly executed as aforesaid, and if the Company shall have duly performed and observed the stipulations and provisions on their part to be performed and observed, the Secretary of State will at any time afterwards, upon the request in writing of the Company, execute the said Indenture which shall thereupon become binding upon both parties thereto, and will deliver one part of such Indenture to the said Company.

2. Subject to the law for the time being in force in British India, the Secretary of State will give his sanction to the payment out of the said sum of R17 lakhs or such portion thereof as may be considered sufficient under clause 1 hereof during a period which shall extend to the close of the half-year next after that in which the said railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings of the said railway during the period aforesaid, shall be required to pay interest at the rate of 3½ per cent. per annum on the said sum of 17 lakhs or such portion thereof as may from time to time have been raised by the Company.

3. A statement shall be inserted in every prospectus, notice, or advertisement of the Company, inviting subscriptions for the purpose above set forth, that the Secretary of State accepts no responsibility for the estimates of the cost of the proposed undertaking or its probable profits after completion.

SCHEDULE REFERRED TO.

This Indenture made the 6th day of January 1897 between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the INDIA GENERAL STEAM NAVIGATION COMPANY OF 4, FAIRLIE PLACE, CALCUTTA, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this contract together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance, or working of the said railway, or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under *clause 28* hereof.

The expression "net earnings" and "net receipts" have the meanings attributed to them respectively in *clauses 27 and 28* hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete and make ready and fit for opening for public traffic throughout on a route to be selected and determined by the Secretary of State, a railway from Mymensingh station on the Naraingunge-Mymensingh section of the Eastern Bengal State Railway to Jamalpur and, if the proviso to this clause is acted upon, extending thence to Subhankhali, or thereabouts with all such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise. Provided always that if at any time the Secretary of State may desire that the said railway should be extended to Subhankhali or thereabouts on the Jamuna river, he may give notice in writing to the Company calling upon it to make its election for or against its constructing such extension and if the Company shall elect to construct the extension and shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway, but if the Company shall not within 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges,

viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this contract. And as often as, in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The said railway shall be a single line of the metre-gauge, and shall, as regards permanent-way, station accommodation, and general structural character, be equal in all respects to the standard of the Eastern Bengal State Railway, except that the steel rails shall be 50lbs. to the yard, so that it may be worked by the rolling-stock in use on that railway, and so that it shall not require special or undue maintenance.

Provided always that the Company shall have free access to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

6. For the more convenient and economical construction of the said railway the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The work shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India, under *clause 29* hereof, with the funds necessary for carrying out the works as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

7. The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England by the Secretary of State, but if the arrangement for shipping stores purchased in England shall be entrusted to any agency other than the Secretary of State by arrangement with the Secretary of State, the Secretary of State shall pay to such other agency the balance of such commission which shall remain after deducting actual disbursements made in connection with the preparation of specifications for and the supply, inspection and approval of such stores.

8. All the expenditure by the Secretary of State on account of the construction of the said railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure if any incurred by them on account of the said railway under this contract, and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency, and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings, and conveniences from time to time required within the boundaries of the Eastern Bengal State Railway for the purpose of effecting a junction between the said railway and the Eastern Bengal State Railway at Mymensingh station, as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or company working the same in respect of the use of the land, lines, platforms, buildings, or other conveniences, at the said station in excess of the sum to be retained from the gross earnings of the said railway under *clause 27* of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will make such arrangements with the railway administrations concerned that the rates to be charged to the Company or the Secretary of State for the carriage over their Railways of all materials, plant and stores required for the constructions of the said railway and the works connected therewith, shall be the same as are charged on those lines respectively for materials, plant and stores used for similar purposes on those railways.

15. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct at his own cost such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

17. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans and account shall from time to time be revised and completed up to date as occasion shall require.

18. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

19. The Secretary of State shall thenceforth, until the determination of this contract work and maintain the said railway or such part thereof as shall for the time being have been so opened, and shall provide and maintain all necessary rolling-stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency.

21. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Eastern Bengal State Railway, and the Company shall not interfere or be concerned with such business.

22. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods

thereon shall be in conformity with that from time to time in force on the Estern Bengal State Railway: provided that the rates, fares and terminals, if any, shall be within the maximum and minimum rates, fares and terminals, if any, for the time being in force on the Eastern Bengal State Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts or other vehicles, the working agency sball be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 55 hereof and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company, of any reasonable alteration, improvement, or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than Rr,000. Such notice shall specify the alteration, improvement or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under *clause 29* hereof the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than R10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the capital of the Company.

26. The cost of works the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company shall be dealt with as follows:—

(*a*) All such works costing more than R1,000 shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than R1,000 each shall be charged to revenue, and shall be met from the sum allowed to the working agency for the

maintenance and working of the said railway. Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway and shall be met by the Company.

Application of Gross Earnings.

27. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain 45 per cent., which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the Secretary of State to the Company, less any sum which may have been advanced by the Secretary of State in anticipation of the declaration of a dividend and on account thereof.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all money (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract, and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

Rebate.

28. The Secretary of State shall allow to the Company, in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of capital under *clause 34* hereof, by way of rebate, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal Railway system and the said railway, as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual expenditure charged in the capital account and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each year, together with such rebate as aforesaid for such year, and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year. Provided always, that Mymensingh shall be considered a station on the Eastern Bengal State Railway and that no rebate shall be payable on any cross traffic passing over the Company's branch line when booked through *viâ* Subhankhali between any station on the Dacca-Mymensingh section of the Eastern Bengal State Railway and any station on the Eastern Bengal State Railway or lines in connection. The rebate will be payable on traffic which is interchanged between the Eastern Bengal State Railway and stations on the Company's Branch line only.

Capital Expenditure.

29. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggregate sum of 17 lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, to be raised in shares or stock or by the issue of debentures or debenture stock or from the ordinary resources of the Company, for the purpose of the construction of the said railway.

30. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company, under this Contract, not exceeding in the aggregate the amount paid to the Secretary of State under clause 29, shall be supplied to the said agency by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

31. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the said sum of 17 lakhs of rupees, and further moneys shall be required for the like expenditure or for the extension referred to in clause 3, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for the construction of the extensions to Subhankhali or thereabouts, under clause 3, or of such additional works as may be required under the provisions of clause 25 of this contract.

32. Except as herein provided no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

33. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic and may charge the same as capital expenditure of the said railway.

34. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital or out of the said sum of 17 lakhs or such other sum as may be paid under clause 29 any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the shares or debenture capital or other moneys or resources of the Company issued or applied and paid for the purpose of the construction of the said railway, not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than 3½ per cent. per annum on the sums in respect of which the interest is paid. The moneys paid out under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new Capital.

35. The Company shall not, as regards the said railway during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time borrow or raise any moneys as a charge against the capital account of the said railway; but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company against such capital account of the railway at a reasonable rate of interest for *bonâ fide* temporary purposes connected with the railway.

Accounts.

36. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also, within a reasonable time, furnish to the Company a return of the approximate gross earnings for each week.

37. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

38. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

39. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

(*a*) *To the credit of the Company*, all sums paid by the Company to the Secretary of State under clause 29 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this contract.

(*b*) *To the debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all

sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account, and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

40. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts in reference to the said railway attributable to capital (hereinafter referred to as the "Capital Account"), in which shall from time to time be entered:—

To the debit of the Account—

(*a*) All such expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.

(*b*) All such expenditure on the said account, including payment of interest on capital under clause 34 and other sums properly chargeable to capital under the provisions of this contract, as shall have been respectively approved by the Secretary of State.

To the credit of the account, all sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this contract which sums have been entered in the account described in clause 39.

41. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian railway companies working railways under the supervision of the Secretary of State.

42. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant and fixed machinery, provided in pursuance of any requirement by the Secretary of State under the 25th clause of this contract, and not being petty works within the meaning of the 26th clause of this contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this contract, and that the cost of repairs, restorations, renewals, and replacements and of petty works within the meaning of the 26th clause of this contract, is to be met by the working agency.

Audit.

43. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration) and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company, and included in the Capital Account.

Miscellaneous.

44. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, or improvement of the said railway, or the maintenance or working thereof, under the contract or agreement set forth in the schedule hereto, or any other contract or agreement which may be entered into under the 20th section of these presents.

45. Subject to the provisions of clause 3 the Secretary of State reserves to himself all rights in connection with any extensions of the said railway.

46. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this contract.

47. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

48 Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorized to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

49. The registered office of the Company shall at all times during the continuance of this contract be situate in Calcutta.

Determination of Contract and matters consequent thereon.

50. The Secretary of State may determine this contract in manner hereinafter mentioned (that is to say) :—

1. If before the said railway is open for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company, may determine this contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).
2. The Secretary of State may by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this contract (if then subsisting) either on the 31st day of December 1919, or on the 31st day of December in the last year of any subsequent period of 10 years, or on the 31st day of December 1948.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specifically provided, shall relinquish and give up to the Secretary of State, as the case may be, possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this contract (so far as not then already restored to the Secretary of State) together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this contract shall under the contract be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this contract shall have become actually payable to or on behalf of such party by the other party hereto.

51. If this contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sums ; that is to say (i) if the contract shall be determined by notice of purchase on the 31st day of December 1919, or at the expira-

tion of any subsequent period of 10 years, a sum of money equal to 25 times the amoun- of the average yearly net earnings, not including rebate payments, derived by the Comt pany from the said railway during the three years immediately preceding the time a which this contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as recorded in rupees in the Capital Account of the Company with reference to the said railway, or be less than such total capital expenditure. And (ii) if this contract shall be determined by notice of purchase on the 31st day of December 1948 (50 years), then the total amount of such capital expenditure as aforesaid.

52. If this contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 50th clause of this contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

53. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 51 or clause 52.

54. The clear balance of money payable by the Secretary of State to the Company under the 51st or the 52nd clause of this contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

55. If any dispute, question or controversy shall at any time arise between the Secretary of State and the Company touching this contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX W.

This Agreement made the 6th day of January 1897 between the SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and MESSRS. GILLANDERS, ARBUTHNOT AND COMPANY OF CALCUTTA (hereinafter called "the Promoters") of the other part.

WHEREAS the Promoters contemplate the immediate formation and establishment of a Joint Stock Company, Limited, by shares and registered in India under the Indian Companies Act, 1882, and to be called the Hardwar-Dehra Branch Railway Company, Limited, with a nominal capital of not less than the sum of 30 lakhs of rupees divided into shares of R100 each, and powers sufficient to enable it to provide for the execution, carrying out and fulfilment of, or to execute, carry out, and fulfil all the works, duties, and liabilities which under the Indenture set out in the schedule hereto (hereinafter referred to as "the scheduled contract") would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto and have requested the Secretary of State to enter into such undertaking as is on his part hereinafter contained which he has consented to do.

NOW THESE PRESENTS WITNESS and it is hereby mutually agreed as follows; that is to say:—

1. If prior to the 31st day of March 1897 a Joint Stock Company, Limited, by shares shall be duly registered in India under the Indian Companies Act, 1882, with a nominal capital of not less than the sum of 30 lakhs of rupees, divided into shares of R100 each, and with powers sufficient to enable it to provide for the execution, carrying out, and fulfilment of, or to execute, carry out, and fulfil all the works, duties, and liabilities which, under the scheduled contract would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto, and if the whole of the said capital to the extent of 30 lakhs of rupees of such Company or such portion thereof as may be considered satisfactory by the Secretary of State shall be subscribed on or before the 31st day of March 1897 for payment to such Company and if such Company shall prior to the 30th day of April 1897 duly and formally execute in duplicate an Indenture identically in the words and figures of the scheduled contract with the addition of the date thereof, or with such modification of detail as may be agreed upon between such Company and the Secretary of State, and shall on or before the said 30th day of April 1897 deliver to the Secretary of State the said Indenture in duplicate duly executed as aforesaid, and if the Promoters shall have duly performed and observed the stipulations and provisions on their part to be performed and observed, the Secretary of State will at any time afterwards, upon the request in writing of the Promoters, execute the said Indenture which shall thereupon become binding upon both parties thereto, and will deliver one part of such Indenture to the said Company.

2. Subject to the law for the time being in force in British India, the Secretary of State will give his sanction to the payment out of capital during a period which shall extend to the close of the half-year next after that in which the said railway shall have been opened throughout for public traffic, of such sums as with the *interim* net earnings of the said railway during the period aforesaid shall be required to pay interest at the rate of 3 per cent. per annum on the subscribed capital of the Company to be registered as aforesaid. The Secretary of State will also recognise the payment out of capital by the said Company during the period aforesaid of a sum of R833 per mensem towards the office expenses and expenses of management of the Company and of a commission of 2½ per cent. on the said capital or on so much thereof as shall be subscribed as aforesaid which commission shall cover all remuneration to the Promoters for their trouble and all expenses incurred by them (other than legal expenses and expenses of advertising, printing, registration and stamps for which actuals shall be charged as incurred) of or in connection with the floating of the said proposed Company. A statement shall be inserted in every prospectus, notice, or advertisement of the proposed Company, inviting subscriptions for capital, that the Secretary of State accepts no responsibility for the estimates of the cost of the proposed undertaking or its probable profits after completion.

APPENDIX X.

This Indenture made the 26th day of March 1897 between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the HARDWAR-DEHRA BRANCH RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows :—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this contract, together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tools on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance, or working of the said railway or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed under clause 28 hereof.

The expressions "net earnings" and "net receipts" have the meaning attributed to them respectively in clauses 27 and 28 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a railway from Hardwar, a station on the Oudh and Rohilkhand State Railway, to Dehra, with all such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, conveniences and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes, and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as, in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the

grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The said railway shall be a single line of the standard (5′ 6″) gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Oudh and Rohilkhand State Railway, so that it may be worked by the rolling-stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications and estimates in relation to the construction or execution of the said railway and st ations, and other works, shall, so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

6. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of Engineers to be appointed or approved by him for that purpose in India, but the Company shall on all occasions have free access to the works during construction for the purposes of inspection. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India, under clause 29 hereof, with the funds necessary for carrying out the works, as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction and other charges of whatever description.

7. The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England or India by the Secretary of State, but if the arrangement for shipping stores purchased in England shall be entrusted to any agency other than the Secretary of State by arrangement with the Secretary of State, the Secretary of State shall pay to such other agency the balance of such commission after deducting actual disbursements made in connection with the preparation of specifications for and the supply, inspection and approval of such stores.

8. All the expenditure by the Secretary of State on account of the construction of the said railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract, and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall from time to time furnish, or cause to be furnished, to the Company statements of the sums required from time to time by him or the working agency, and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings and conveniences from time to time required within the boundaries of the Oudh and Rohilkhand State Railway for the purpose of effecting a junction between the said railway and the Oudh and Rohilkhand State Railway at Hardwar Station, as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or Company working the same in respect of the use of the land, lines, platforms, buildings, or other conveniences, at the said station in excess of the sum to be retained from the gross earnings of the said railway under clause 27 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will endeavour to make such arrangements with the railway administrations concerned that the rates to be charged to the Company or the Secretary of State for the carriage over their railways of all materials, plant, and stores required for the construction of the said railway and the works connected therewith shall be the same as are charged on those lines respectively for materials, plant and stores used for similar purposes on those railways.

15. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protec-

tion of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct at his own cost such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

17. From time to time when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings and account, hereinafter called documents, when approved by the Secretary of State shall be signed by an officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by an officer or officers duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

18. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specifications, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

19. The Secretary of State shall thenceforth, until the determination of this contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened, and shall provide and maintain all necessary rolling-stock through State agency, or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall, subject always to the provisions of these presents, have full power to enter into any contract or agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency.

21. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Oudh and Rohilkhand State Railway, and the Company shall not interfere or be concerned with such business.

22. The rates and fares for the carriage of goods and passengers over the said railway, or any portion thereof, shall be such as may from time time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Oudh and Rohilkhand State Railway; provided that the rates, fares, and terminals, if any, shall be within one and a half times the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Oudh and Rohilkhand State Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway roadways for foot-passengers, cattle, or carts or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of

State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 55 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements, and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company of any reasonable alteration, improvement, or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public, or for meeting the development of traffic on, or for the effectual working of, the said railway or otherwise and which is estimated to cost more than ₹1,000. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively, be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 29 hereof the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works, and to expend the same in the execution of such works, and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than ₹10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained, and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the Capital of the Company.

26. The cost of works, the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company, shall be dealt with as follows:—

(*a*) All such works costing more than ₹1,000 shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than ₹1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway. Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed ₹20 per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

27. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain 50 per cent.; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works and the remainder of such gross earnings for each half-year shall be the net earnings for the said half-year, and shall be applicable as follows:—

(1) In the first place in the repayment to the Secretary of State of so much of the

interest which shall have been paid by the Secretary of State to the Company under clause 28 of this Contract as shall be attributable to the half-year.

(2) If the net earnings attributable to the two half-years in any year commencing on a 1st day of January and ending on a 31st day of December and applicable in the manner mentioned in the preceding sub-section of this section shall exceed the amount of payment chargeable thereon, the surplus arising from such excess shall be applied in the first place in the payment to the Secretary of State, of so much, if any, of the interest mentioned in the preceding sub-section, as shall be attributable to either of the same two half-years and shall not have been repaid to the Secretary of State under such sub-section and the residue, if any, of the same surplus shall belong as to one-half thereof to the Secretary of State and as to the remaining half thereof to the Company.

The term half-year shall in respect of this section mean the respective periods of six calendar months respectively, commencing on the 1st day of January and the 1st day of July and ending on the 30th day of June and the 31st day of December.

Payment of interest.

28. The Secretary of State will during the continuance of this Contract out of the revenues of India pay to the Company half-yearly on the 1st day of July and the 1st day of January, commencing from the first half-year after the close of the period during which interest shall be payable out of Capital under clause 34 hereof, interest at the rate of 3 per cent. per annum on the actual expenditure as charged in rupees in the Capital Account, and shall also in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the branch line, allow the sum of ₹3,600 for such year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue. Such payments of interest as aforesaid for such year, together with such further moneys as may be payable under sub-section 2 of clause 27 of this Contract, and the said annual sum of ₹3,600 and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause or under clause 27 of this Contract to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract, and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

Capital Expenditure.

29. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe, an aggregate sum of 30 lakhs of rupees, or such less sum as the Secretary of State shall think sufficient (deducting therefrom the amount payable to the Promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 33) to be raised in shares or stock or by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 30 lakhs of rupees, or such less sum as aforesaid, shall be at the rate of ₹10 per share of ₹100 and shall constitute the first of the said instalments.

30. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company under this Contract, not exceeding in the aggregate the amount paid to the Secretary of State under clause 29, shall be supplied to the said agency by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

31. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the said sum of 30 lakhs of rupees, and further moneys shall be required for the like expenditure or for such additional works as may be required under the provisions of clause 25 of this Contract, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for such further expenditure.

32. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

33. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout inclusive of the cost of and incidental to the formation and registration of the Company and may charge the same as capital expenditure of the said railway.

34. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than 3 per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of ₹833 per mensem towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new Capital.

35. The Company shall not, during the continuance of this contract, without the sanction in writing of the Secretary of State and of the working agency, respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys; but this stipulation shall not necessitate the sanction of Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *bonâ fide* temporary purposes.

Accounts.

36. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also within a reasonable time furnish to the Company a return of the approximate gross earnings for each week.

37. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

38. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between, and shall be binding upon, the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

39. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

(*a*) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State under clause 29 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian Railways or this Contract.

(*b*) *To the Debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account, and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

40. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts

in reference to the said railway attributable to capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered—

To the Debit of the Account—

(*a*) All such expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.

(*b*) All such expenditure on the said account, including payment, of interest on capital under clause 34, sums paid for office expenses and expenses of management of the Company and other sums properly chargeable to capital under the provisions of this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the Account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian Railways or this Contract, which sums have been entered in the account described in clause 39.

41. In connection with the said capital account there shall be kept by the Secretary of State or the working agency all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian railway companies working railways under the provision of the Secretary of State.

42. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences and works belonging thereto and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works of additional plant and fixed machinery, and of substantial improvements of, and additions to, old works, plant, and fixed machinery, provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and not being petty works within the meaning of the 26th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restorations, renewals and replacements and of petty works within the meaning of the 26th clause of this Contract, is to be met by the working agency.

Audit.

43. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England, and elsewhere, on Capital Account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company and included in the Capital Account.

Miscellaneous.

44. In any case, not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, or improvement of the said railway, or the maintenance or working thereof, under the contract or agreement set forth in the schedule hereto, or any other contract or agreement which may be entered into under the 20th section of these presents.

45. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto, or participate or co-operate with any person, Company, or corporation in carrying on any business other than as aforesaid.

46. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

47. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

48. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval of sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under-Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorized to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

49. The registered office of the Company shall at all times during the continuation of this Contract be situated in Calcutta.

Determination of Contract and matters consequent thereon.

50. The Secretary of State may determine this contract in manner hereinafter mentioned (that is to say):—

1. If before the said railway is opened for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).

2. The Secretary of State may by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to "as notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1919, or on the 31st day of December in the last year of any subsequent period of 10 years.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specifically provided, shall relinquish and give up to the Secretary of State, as the case may be, possession of all land of which they respectively shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State) or such Native State, together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings and documents whatsoever in anywise connected with, or with the construction of, the said railway or any part thereof, or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contain shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

51. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sums; that is to say (i) if the Contract shall be determined by notice of purchase of the 31st day of December 1919, or at the expiration of any subsequent period of 10 years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the three years immediately preceding the time at which this Contract shall be determined, but so

that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the Capital Account of the Company, or be less than such total capital expenditure.

52. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 50th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

53. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 51 or clause 52.

54. The clear balance of money payable by the Secretary of State to the Company under the 51st or the 52nd clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the Capital money in respect of which the interest shall have become payable.

Arbitration.

55. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX Y.

Articles of Agreement made and entered into this first day of March 1889 between the MANAGER OF THE EASTERN BENGAL STATE RAILWAY, on behalf of the Secretary of State for India in Council, of the one part, and the INDIA GENERAL STEAM NAVIGATION COMPANY, LIMITED, a Joint Stock Company with limited liability, having its Registered Office at No. 4, Fairlie Place, in the town of Calcutta, hereinafter called the "Company," of the other part, whereby it is mutually covenanted and agreed as follows, *viz.*:—

1. In this Contract the "Manager" means the Manager of the Eastern Bengal State Railway System.

The expression the "Railway" means not only the Eastern Bengal State Railway but also all connected railways and other carrying and Steamer Companies interchanging traffic therewith.

2. That the Contract contained in the Articles of Agreement mutually covenanted, agreed to and entered into on the eighteenth day of November 1885, shall determine and cease on the 1st June 1888 and that this Contract shall come into force on and from the 1st June 1888 and shall remain in force until the 1st January 1890. After this latter date, this Contract shall be subject to revision from time to time, but shall remain in force, until the expiration of one year's notice from either party desiring to revise or cancel it. Such notice to take effect from the 1st January or the 1st July whichever may come first after its receipt. Notice of the termination of the Agreement can thus be first given with effect from 1st January 1890.

3. From the date on which the Contract comes into force and during its continuance, the Manager shall not work goods traffic by steamer, boat or other vessels in competition with the Company between Narainganj and Dacca and Goalundo or any other river route whatsoever or assist either directly or indirectly any other competition by through booking or otherwise (without the consent of the Company having previously been obtained) and shall not without the consent of the Company, charter or sublet the Railway steamers, flats and other vessels to any other person or Company during the continuance of this Contract.

4. Nothing in the foregoing clause shall be held to apply to the Railway Flotilla now working the coaching, parcels and express goods traffic and mails between Goalundo and Narainganj and Dacca, or to the steamers which now run or which shall hereafter be run at the Diamond Harbour Ferry or to the Bengal Central Flotilla or to the steamers carrying the mails between Jatrapur and Dibrugarh or to steamers plying between Kooshtea and Pubna or to the Railway ferries at Sara and Manihari or any other place mutually excepted. Nor shall this clause prevent the Railway from working and booking through with any Steamer Company along any route over which the Company has expressed itself as having no immediate intention of running a service of its own. The Company shall be allowed to book passengers, parcels and other coaching traffic by its goods steamers from Goalundo to Narainganj, Dacca, or any of its Cachar river stations provided that the fare from Goalundo to any of these stations shall in no case be less than 10 per cent. in excess of the current Railway fare between Goalundo and Narainganj. Should it any time hereafter be agreed between the Railway and the Company that passenger vessels of the Company shall connect for Cachar through traffic with the Railway at Goalundo, the terms upon which this shall be done shall be mutually agreed on. So long as the Cachar mail steamers of the Company connect with the Railway at Narainganj, preference shall be given to such vessels in exchanging traffic with the Railway.

5. During the currency of this Agreement the Company shall charter two of the cargo steamers, *viz.*, the S. S. the *Prince of Wales* and the *Princess Alice*, belonging to the Railway, and also the third steamer the *Prince Alfred* when she can be spared by the Railway off the service working the coaching traffic between Goalundo and Narainganj, together with flats Nos. 1, 3, 4, 5, 7, 8, 10, 11, 12, and 13; and shall pay therefor half-yearly on the 30th June and 31st December at the rate of 9 per cent. per annum on the valuation of the vessels so taken over as given in Schedule A. The cost of all running repairs to the vessels so chartered shall be borne by the Company, the Manager, if required, and he can conveniently do it, carrying out the repairs to combined and connected and feeder service vesssls and charging for the same at the same rates as charged to the Railway Coaching Flotilla *plus* 10 per cent. for supervision.

6. The Company shall have the option of purchasing outright the steamers and flats so chartered to it at any time during the currency of the Agreement before notice of the termination of the Agreement has been given on the valuation above mentioned, less 4 per cent. per annum, for depreciation calculated from the dates, as given in Schedule A., on which the steamers and flats were taken over by the Company to the time the written assent of the Company to the purchase shall be received. Should the Company so desire it, payment shall be accepted in six equal half-yearly instalments, bearing interest at 4 per cent. on the balance due from date of such purchase.

7. The Railway steamers and flats, having been made over to the Company in a state of good repair, as has been determined by the experts appointed by the Manager and by the Company to value the flotilla in accordance with Clause No. 5 shall always be kept by the Company in like good condition. Should the Company not exercise its power of purchase, the Railway steamers and flats should be returned to the Railway at the conclusion of the Agreement in good repair and condition, to be determined by experts as has been done in determining the present valuation.

8. In the event of a steamer or flat being lost or seriously damaged while in charge of the Company, such damage not being due to fair wear and tear, the Company shall be responsible for the consequent replacement or repairs as the case may be. But the Company shall have the option of paying for or purchasing the steamer or flat at the Schedule valuation less depreciation at the rate of 4 per cent. per annum.

9. The Company shall work in connection with the Railway a service of steamers and flats for the carriage of goods between the river termini of the Railway and the marts of Serajganj, Berah, and Narainganj and Dacca, and such other river stations as may from time to time be mutually agreed upon. In the event of any experimental service being opened by the Company, either at the request of or with the approval of the Railway, the loss that may be incurred in opening and working such service for such time as the continuance of the service may be approved by the Railway shall be shared equally between the Railway and the Company.

10. The Company shall also provide one or more flats without bulwarks, furnished with derricks to lift 5 and 10 tons respectively, and in other ways fitted to facilitate the working of packages of heavy machinery, etc.

11. Goods traffic of all kinds, both up and down, shall be booked through between any station on the Railway and any station on the river routes to which, in accordance with section 9, the Company's Flotilla shall be working: and for such goods both up and down over that part of the journey as shall lie between the Railway river terminal stations and the town of Calcutta or such other Railway station to which, or from which, the goods shall be consigned, the Company shall be bound to consider the Railway route as preferential, and the Company shall not send goods consigned from any river station referred to in section 9 to Calcutta, or *vice versâ* direct by steamer, without passing over the Railway line, save and except in cases when the Railway has previously, in writing, signified its inability to receive or to deliver the goods at any one of the Railway river terminal stations.

12. In the event of the Company carrying goods by the direct service between Calcutta and the stations or marts mentioned in para. 9 in excess of the goods carried between Calcutta and these stations or marts, respectively, by the combined service in any calendar half-year, the Company shall pay as a penalty to the Railway three pies per every maund so carried in excess, save, as before provided, when advised that the Railway is unable to receive or deliver the goods at any one of the Railway river terminal stations.

The Company shall render monthly to the Railway a return of all goods thus carried by them direct both up and down.

13. All goods, if practicable, shall be interchanged at Goalundo or Goalundo Ghat, but in the event of any interruption or obstruction on the line, or any block of or obstruction to traffic at Goalundo or Goalundo Ghat, the goods shall be temporarily interchanged at Kooshtea or any other point of the river, which shall be indicated by the Railway, and accessible to the vessels of the Company. Towage up stream to any point at a greater distance than 5 miles from Goalundo Ghat station of 1887, to be calculated as a mileage distance, 30 per cent. in excess of the actual extra mileage run. For instance:—

	Miles.
Serajganj to Goalundo	60
Additional distance up stream, 10×30 per cent. of 10	13
Company's distance for division of freight	73
Goalundo to Calcutta	150
	223

14. The through-rates for goods booked through between any river station and any station on the Railway shall be from time to time as mutually agreed upon, subject to the maximum rate of one-half pie per maund per mile; it being agreed that, in the event of any difference of opinion between the Company and the Railway, the through-rate shall be a mean between the rates proposed by the two parties.

15. The Railway local rate from the Railway river terminal station of Goalundo shall, during the continuance of this Contract, never at any time be less than the Railway proportion of the through-rate from Narainganj and Serajganj *viâ* Goalundo or any station between which and Goalundo the combined services run.

16. Every party shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the Railway or the Company forwarding the goods shall be responsible—

(1) Charge on live stock of every description booked as goods.

(2) Charge on all perishable and dangerous articles booked as goods.

And in working the down through goods traffic, the Railway forms, consignment notes, receipts and invoices shall alone be used, the Eastern Bengal State Railway alone appearing to the public as the contracting party. Forms and books will be supplied by the Railway to the Company on payment for the same.

17. The receiving party shall not reduce the charge mentioned in the invoice without the consent of the forwarding party, except in the case of overcharges, the evident result of error in classification or computation of freight.

18. The gross goods earnings after deduction of all handling and terminal charges, and all proportions of such gross earnings due to Foreign Railways or carrying or Steamer Companies, shall be divided on a mileage basis, the distances between the several river stations and the Railway river termini being taken as entered in Schedule B; and the distance between the Railway river termini and the various Railway stations as entered in the advertised Goods Tariff books. The following handling charges shall be in all cases deducted before any division of the through traffic receipts is made, *i.e.* :—

Upwards and Downwards goods.

Handling charges at Goalundo or other river terminal station—for through goods transferred	3 pies per maund	To be credited to the Railway.
Handling charges at all other Railway stations for goods received or despatched	3 pies per maund	
Handling charges at all Cachar stations for goods received or delivered	one anna per package	To be credited to the Company.

Upwards only.

Handling charges at Serajganj, Narainganj and Dacca for goods received	3 pies per maund	To be credited to the Company.

19. The Company shall be represented at Seraganj, Narainganj and other new stations by Agents to be approved of by the Railway. These Agents shall stand to the Railway in regard to the division of the through traffic receipts in the same relation as the Auditor of a Foreign Railway. Weekly division sheets of through-traffic shall be exchanged between the Railway and the Company within twenty-one days of the close of the week to which they relate. Division sheets shall be accepted by both parties, as rendered; all errors in any division sheet which shall be brought to notice being adjusted without delay in subsequent accounts by the responsible party. A monthly settlement of the through traffic accounts based on the division sheets shall be made between the Company and the Railway.

20. The joint traffic representatives of both parties shall mutually furnish the earliest possible intimation of any abnormal traffic either in quantity or in description for which special arrangements at Goalundo may be necessary, and the departure notices of steamers and flats with downward cargo from Narainganj, Serajganj or other river stations in which the approximate total weight of cargo shall be stated, shall be regularly telegraphed to the Railway representative at Goalundo by the joint traffic representatives at the river station concerned.

21. Through-booked goods shall be received and delivered, with the invoices, at the gangway of the vessels, on a gangway tally kept by counter-check of the marks on and the numbers and condition of packages by each side; and such tally books shall be counter-initialled before the departure of the train or steamers, as the case may be. Receipts in accordance with the tallies shall be recorded in the through goods register of each party, before the close of the day. Goods shall be considered as transferred by one party, and received into the custody of the other as soon as each package has passed the gangway, and shall be at the risk and responsibility of the receiving party then and after. Goods not accompanied by properly drawn out invoices shall not be loaded or unloaded, and detention occurring to such goods shall be at the risk of the side in fault. Manifests showing in full details the cargo actually transhipped shall be supplied by the flat for goods to be discharged at Goalundo, and shall be supplied by the Railway for goods shipped at Goalundo.

The procedure for transfers of goods to be as follows:—At each gangway two tallymen shall be provided by each side; one for tallying the packages, the other for remarking on the condition, marks, etc., of the packages.

The forms of tally books shall be used by both sides for the purpose. Every package out of condition shall be stopped at the gangway and kept aside. After the other work of the day is closed the condition of such packages shall be described fully, and the packages weighed and certified to by the responsible officers of either side, jointly, before transfer is given and accepted.

Packages found with marks other than those borne on the invoices shall be pointed out to the side transferring by the side taking over on board or on shore, as the case may be, and shall not be accepted in transfer unless certified to at the risk of the side transferring. The clerks keeping the number tally on either side shall compare tallies and initial each other's books at every hundred packages.

In cases of disputes on tallies, the outturn statement of the receiving station (or the first transfer station) for the consignment in question will be taken as deciding the dispute provided that the side transferring shall not be liable for a greater number than the original number in dispute.

When a flat takes longer than one day to unload, in such cases at the close of the work every day the tally books on either side shall be signed and countersigned by the responsible officers of both sides.

On the loading or unloading being completed, the registers maintained by the side transferring will be signed by the side taking over, consignments in dispute being signed for subject to the receipt of outturns as per the outturn statement of the receiving or first transfer station. The result of the outturn will be advised to the side transferring, and will be taken as finally deciding the dispute.

22. All loss, injury or damage of any kind, and all claims for goods, cargo or parcels shall thus be settled by the party with whom the goods, cargo or packages were at the time when the loss or injury occurred from which the claims arose. But where it cannot be ascertained with certainty where the loss or injury arose the claim shall be divided in proportion to the amount of freight to which each party would be entitled under Clause 18, but in such cases no claims shall be admitted or paid without the consent of both parties.

23. The Railway shall break bulk, and stow all cargo, the Company paying for the same at the rate of three annas per 100 maunds for upwards goods and two annas per 100 maunds for the downwards goods. The Railway shall provide all labour and appliances except the derricks referred to in Clause 10 and stages referred to in Clause 26, for the loading and unloading to and from the vessels' gangways of through goods and cargo at Goalundo or such other place, as aforesaid, and shall bear the cost of such labour and appliances and of keeping the same in good order and condition, and shall carry out such work of loading and unloading so as to give the vessels quick despatch. To facilitate this, both parties shall be bound to send forward goods in daily despatches as regular and uniform as practicable. In the event of either the vessels of the Company or the rolling-stock of the railway being delayed in working, it shall be open to either side to claim that after ten days' notice the following demurrage charges shall henceforward be introduced, for such period as may be mutually agreed upon. Vessels berthed and wagons placed in the ghat sidings in the forenoon shall be recorded as arrivals from the hour in which they may be so berthed or placed. Vessels berthed and wagons placed in the sidings in the afternoon shall be considered as arrivals at daylight next day. The rate of working for calculation of demurrage will be 300 maunds per hour of daylight, per stage, for general goods; 150 maunds per hour of daylight, per vessel, for coal; and 100 maunds per hour of daylight, per vessel, for heavy machinery. Flats and steamers not unloaded in conformity with the above will stand free of demurrage for one day over and above the calculated time, and after that the flats will, provided towage is available, abnormal causes, such as inclement weather, excepted, carry a demurrage rate of R80 per diem, and the steamers R200 per diem. Wagons for which no flat, clear of all downwards cargo and made over to the Railway for loading to the station to which the contents of the wagons are consigned, is available, will carry demurrage in accordance with the Railway Conference Rules. After either vessels or wagons have borne demurrage for two days, the goods may be unloaded at the risk, expense, and cost in all things, of the side defaulting. Demurrage to be duly recorded in the transhipment registers provided for that purpose.

24. Goods shall be received by either side on properly drawn out invoices. Goods under memo. invoices, except as covering a second or part despatch on a consignment that has already gone forward with invoice, shall not be received.

25. No package shall be retained by the forwarding side which can be clearly identified as part of a consignment in transit or already gone forward.

26. Each flat shall supply three stages fully rigged and of a width to allow of return coolies passing over the same stage.

27. Each of the parties shall convey over its line, free of charge, the officers and servants of the other party, when travelling on duty in connection with the Combined, Connected or Feeder services on production by such officers and servants of a pass granted by the Managing Agents in the case of the Company and by the Manager or Officers authorized by the Manager in the case of the Railway.

28. The Railway shall make no charge for telegrams despatched over its wires by the Company on business connected with the Combined service.

29. The Railway shall convey to Goalundo or such other place as aforesaid all coal required solely for the Company's steamer services as certified by the Company at a special rate of $\frac{1}{16}$th pie per maund per mile,* but this rate shall not include loading or

* But coal carried in East Indian Railway wagons will be subject to a further charge for mileage, under Conference Rule 17 (*a.*)

Since altered, *vide* Public Works Department Circular No. 17 Railway, dated 30th October 1891, and approved by India General Steam Navigation Company in their letter No. 44A., dated 7th March 1892.

	Per maund per mile. pie.
For consignments of less than 3,000 maunds—	
For all distances up to 400 miles inclusive	0·165
For distances over 400 miles—	
For first 400 miles	0·165
For the distance in excess of 400 miles	0·11
For consignments of 3,000 maunds and over—	
For all distances up to 400 miles inclusive	0·15
For distances over 400 miles—	
For first 400 miles	0·15
For the distance in excess of 400 miles	0·10
For consignments of less than 300 maunds—	
For all distances up to 400 miles inclusive	0·1725
For distances over 400 miles—	
For first 400 miles	0·1725
For the distance in excess of 400 miles	0·115
For consignments of 300 maunds and over—	
For all distances up to 400 miles inclusive	0·15
For distances over 400 miles—	
For first 400 miles	0·15
For the distance in excess of 400 miles	0·10

unloading or any charges other than Railway freight, which shall all be borne by the Company, and ordinary running stores and tools, etc., shall be carried at $\frac{1}{10}$th pie per maund per mile.

30. All traffic books and records relating to the Combined service on either side shall be mutually open to inspection.

31. All advertisements regarding the joint service shall be issued by, and in the name of, the Eastern Bengal State Railway, the cost of such advertisements being equally borne by both parties.

32. If any dispute, question, difference, or controversy shall arise between the Railway and the Company touching these presents or any clause, matter or thing herein contained, or the construction hereof, or anything to be done under any of the Agreements herein contained, or any matter in any way connected with these presents or the operation hereof, or the rights, duties or liabilities of either party in connection with the premises, then and in every or any such case the matter in difference shall be referred to the arbitration of Mr. D. W. Campbell, Agent, East Indian Railway, on behalf of the Railway, and Mr. J. D. Maxwell of the firm of Messrs. Kettlewell, Bullen & Co., on behalf of the Company, or in case such arbitrators shall not agree, then to such person as they shall, before proceeding in the matter, appoint as an Umpire. PROVIDED ALWAYS that in the event of the said arbitrators or either of them being unable or unwilling to act, the matter in difference shall be referred to the arbitration of such person or persons as may be appointed by any Court having jurisdiction in the premises in their or his place and whatever decision the said arbitrators or the Umpire as the case may be shall make in the premises shall be binding on the Railway and the Company or their representatives, and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction so as to be enforced thereby upon the application of either the Railway or by the Company.

SCHEDULE A.

Accepted Valuation of Fleet.

Name of Vessels.	Date of Transfer.	Valuation. By the I. G. S. N. Company.	By the State.	Mean to be accepted as the value in the sense of the Agreement.	Represents at 4 per cent. per annum to end of May 1888.	Net amounts on which interest at 9 per cent. is chargeable.
		₹	₹	₹	₹	₹
Flats.						
Flat No. 1	24th July 1885	35,000	35,000	35,000	4,001	30,999
Ditto 3	7th June 1885	28,000	24,000	26,000	3,106	22,894
Ditto 4	Ditto	38,000	40,000	39,000	4,659	34,341
Ditto 5	24th July 1885	36,000	40,000	38,000	4,343	33,657
Ditto 7	Ditto	30,000	30,000	30,000	3,429	26,571
Ditto 8	Ditto	38,000	32,000	35,000	4,001	30,999
Ditto 10	Ditto	49,000	54,000	51,500	5,887	45,613
Ditto 11	29th July 1885	51,000	55,000	53,000	6,029	46,971
Ditto 12	7th June 1885	51,000	56,000	53,500	6,391	47,109
Ditto 13	24th July 1885	51,000	59,000	55,000	6,287	48,713
Total Flats	.....	4,07,000	4,25,000	4,16,000	48,133	3,67,867
Steamers.						
S. S. *Prince Alfred*	1st September 1885 returned to Eastern Bengal State Railway 26th September 1887.	79,800	90,000	(*a*) 89,446	7,401	82,045
S. S. *Prince of Wales*	13th November 1885	40,000	58,000	(*b*) 78,154	7,974	70,180
S. S. *Princess Alice*	26th September 1887	85,000	1,10,000	(*c*) 97,500	(*a*) 10,738	86,762
Total Steamers	.....	2,04,800	2,58,000	2,65,100	26,113	2,38,987
GRAND TOTAL	.....	6,11,800	6,83,000	6,81,100	74,246	6,06,854

	Rs.
(*a*) Mean valuation ₹84,900 increased by cost of repairs ₹4,546	89,446
(*b*) Mean valuation ₹49,000 increased by cost of repairs ₹29,154	78,154
(*c*) Mean valuation	97,500

SCHEDULE B.

Table of Accepted Distances.

From	To	Mean Distance.
		Miles.
Goalundo	Serajganj	60
Ditto	Ditto, *viâ* Katâ Khâl	80
Ditto	Berah	40
Ditto	Pangsa	22
Ditto	Kooshtea	53
Ditto	Dacca, *viâ* Dhallassari River . . .	80
Ditto	Ditto, *viâ* Pudda	115
Ditto	Narainganj, *viâ* Dhallassari River . .	105
Ditto	Ditto, *viâ* Pudda	98
Dacca	Ditto	20

APPENDIX Z.

Heads of Agreement between the GOVERNMENT OF HIS HIGHNESS THE MAHARAJA GAEKWAR, hereinafter called His Highness' Government, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, hereinafter styled the Company, for the working of HIS HIGHNESS THE GAEKWAR'S PETLAD RAILWAY, hereinafter called the Petlad Railway.

Under the conditions hereinafter recited, the Company agree to work, on behalf of His Highness' Government, the Petlad Railway and such extensions as it may be agreed upon between His Highness' Government and the Company to include in this arrangement, with effect from the 5th May 1890.

2. The said Company shall have the entire control of the train and traffic arrangements of the Petlad Railway during the continuance of this Agreement.

3. All communications between his Highness' Government and the Company under this Agreement shall pass through the Agent to the Governor-General at Baroda, and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Petlad Railway as are entrusted to him with respect to the Railways under the control of the Bombay Government, and take the orders of Government when necessary.

4. The Company shall be subject in all respects, with reference to the Petlad Railway, to the same control by the Bombay Government as they are with regard to their own line.

5(*a*) The Petlad Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level-crossings, signals, signal lamps, cash safes, engine and repairing sheds, provision for water supply and all other necessary appliances for working the line, shall be provided by, or at the cost of, His Highness' Government, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by, or at the cost of, His Highness' Government.

(*b*) All additions and alterations of works within the Company's premises, as may be necessary at the Anand Junction, in consequence of the connexion of the Petlad Railway with the Bombay, Baroda and Central India Railway, shall be carried out by the Company as follows :—

I—New works for the sole use of the Petlad Railway . Alterations of the Company's existing lines, and Turntable.	At the cost of His Highness' Government.
II—Additional sidings for the Bombay, Baroda and Central India Railway at Anand, as also the alterations and additions to the *existing* station buildings and quarters.	At the cost of the Company.
III—Other works for joint use at the Junction station .	Capital cost to be provided equally by His Highness' Government and the Company.

it being understood that His Highness' Government acquires no right of property within the Company's premises, except that, in case of the termination of the Agreement, His Highness' Government shall be at liberty to remove all materials of permanent-way, etc., supplied by it, and shall receive, for structures put up at its cost, so much as they may be worth at the time to the Company.

(*c*) The Company shall give, without any charge, the free use of all the existing station buildings and offices, staff quarters, station machinery and furniture at Anand Junction station.

6. The whole of the engines, carriages, wagons, sheets and other appliances for the equipment of trains and vehicles shall be provided by the Company.

7. As regards all charges on account of maintenance of way and works, including the repairs of bridges, stations and buildings, conservancy of rivers and all other works ordinarily constructed or repaired by the Engineering Department, and as regards the expenses incurred in working the line in other Departments, the Company shall charge to His Highness' Government the same percentage of the gross earnings as may be incurred in these Departments for the half-year in question on the Bombay, Baroda and Central India Railway, and these charges shall be held to include supervision and the use of rolling stock.

8. From the amounts thus apportioned chargeable as working expenses, the Company shall defray all the working charges and pay the salaries of the Staff (including Junction Staff) and provide stationery, tickets, coal, oil, grease, current consumable stores

and all other necessary materials for the proper and efficient working of the Petlad Railway.

9. The cost of all additional works or such improvements to existing works as may be necessary for the proper working of the line or to meet the growth of traffic, which are properly chargeable to construction account, shall be dealt with as follows:—

(*a*) All works costing over R1,000 shall be charged to the Capital account of the Petlad Railway, and shall be debited direct to His Highness' Government.

(*b*) In the case of works costing R1,000 or less, a charge to Revenue will be admitted up to the same percentage of gross receipts as obtains for similar expenditure during the same half-year on the Bombay, Baroda and Central India Railway; beyond this limit expenditure on works costing R1,000 or less shall be charged to the Capital account of the Petlad Railway and shall be debited direct to His Highness' Government.

10(*a*) For three years—the period of this Agreement—His Highness' Government shall provide and maintain, for the purposes of that portion of the Petlad Railway which lies in His Highness' territory, such a force of Police as His Highness' Government may, in consultation with the Company, deem necessary for the protection of the line and of property in the trains and at each station thereof. The cost of this force shall be defrayed by His Highness' Government.

(*b*) For that portion of the Petlad Railway, which is in the British Territory, the Company shall provide and maintain the necessary Government Railway Police Force.

11. The Company shall be responsible for the collection of all the revenue appertaining to the Petlad Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of His Highness' Government occupying dwelling houses, the property of His Highness' Government, and shall pay the same into the Treasury in the same manner as their own earnings.

12. The Company shall furnish His Highness' Government, through the Agent to the Governor General at Baroda and the Consulting Engineer for Railways to the Government of Bombay, with a weekly return of the approximate earnings of the Petlad Railway, and at the close of each half-year, with a full account both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer and the Company.

13(*a*). Advances shall be made by the Government Treasury to meet the cost of working the Petlad Railway, and debited to the Revenue Advance Account of the line.

(*b*) The Agent of the Company shall show separately, in his monthly requisitions for cash, how much he will require for the Petlad Railway.

14. The account as between the Bombay Government and His Highness' Government shall be finally adjusted at the close of each half-year, as soon as possible after the Revenue Account is rendered, and the balance in favour of or against His Highness' Government shall then be paid over to it or by it, as the case may be.

15(*a*) The fares to be charged for coaching traffic, and the rates to be charged for goods traffic, shall be fixed from time to time by the Agent of the Company, in communication with, and subject to the approval of, His Highness' Government.

(*b*) In the absence of any special agreement between His Highness' Government and the Company, the fares and rates for coaching, goods and miscellaneous traffic and the classification of goods on the Petlad Railway shall, as far as may be, conform to those generally in force on the Bombay, Baroda and Central India Railway.

(*c*) In the equipment of passenger trains, there shall always be ordinarily attached one composite first and second class carriage. The number will be increased according to requirement.

(*d*) Mails and Postal officers on duty shall be carried at the rates and on the conditions which may be in force from time to time on State Railways in British India.

16. Through rates shall ordinarily be the sum of the local rates to the Junction, but special agreement may be come to in regard to through traffic.

17. The same terminal shall be charged on different descriptions of traffic on the Petlad Railway, as on the Bombay, Baroda and Central India Railway.

18. All money transactions under this agreement, as between the Bombay Government, His Highness' Government and the Company, shall be in British Government Rupees, and the Company are to accept the British currency only in payment of fares and rates.

19. The arrangements herein laid down shall be in force for three years from the 5th May 1890; but may, either on the expiry of the three years or at any time thereafter, be terminated on one year's notice from either party to the agreement.

20. Any question of dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, His Highness' Government and the Company.

21. The Indian Railways Act, and the Standing Regulations of the Company as applicable to the Bombay, Baroda and Central India Railway, as approved by the Governor General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Petlad Railway. The above Act and Standing Regulations shall, within Railway limits on the Petlad Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried. All such

offences occurring on that portion of the Petlad Railway, which lies in His Highness' territory, shall be tried by duly constituted Magistrates appointed by His Highness' Government, provided that all servants of the Company employed on that portion of the Petlad Railway, who are British subjects, shall have the right of making representation to the Agent to the Governor General at Baroda, whose advice will be duly attended to.

22. The Telegraph line along the Petlad Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force in the case of State Railways. The Company shall work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor General in Council, for the adoption and working of licensed Railway Telegraph lines in British India.

23. The foregoing clauses are subject to confirmation by the Board of Directors of the Company.

Approved and confirmed in Government of India, Foreign Department letter No. 2023-I. B., dated the 31st May 1897.

APPENDIX AA.

Memorandum of Agreement made on the 25th day of November 1895, between the SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED (hereinafter called the Southern Mahratta Railway) and the SOUTH INDIAN RAILWAY COMPANY, LIMITED (hereinafter called the South Indian Railway) for the interchange of traffic at DHARMAVARAM, and for the use in common by both railways of the SOUTHERN MAHRATTA RAILWAY COMPANY'S existing station at Dharmavaram, also for additions and alterations which may be required thereat, from time to time for the traffic of both railways, as well as for the maintenance and renewal of the joint station and the working of the traffic of the two railways at that station.

CLAUSE I.

Duration of Agreement.

This Agreement shall come into force as from the 1st day of January 1893, and shall continue until the expiration of not less than six months' notice, which may be given by either Company at any time, but which is to expire only on the thirtieth of June or the thirty-first of December in any year.

(*a*) Either Company giving notice to the other to cancel or revise this agreement shall furnish three months previous to the expiration of such notice a new draft agreement embodying all amendments and revisions proposed, and the existing agreement shall thereafter remain in force, subject to a maximum limit of 12 months, until the expiration of one clear month calculated from the first day of the month immediately following the signature of the new agreement. Provided always that no new agreement shall come into force before the expiration of six clear months from the date of notice given under the provisions of para. 1.

CLAUSE II.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, namely:—

(*a*) Stations, traffic, vehicles, rates, fares, etc., of the Southern Mahratta and South Indian Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways with which the Southern Mahratta and South Indian Railways may respectively have through traffic arrangements from time to time.

(*b*) Southern Mahratta Railway local traffic means all traffic booked or invoiced between Dharmavaram Junction station and any station or *viâ* any station on the Southern Mahratta Railway.

(*c*) South Indian Railway local traffic means all traffic booked or invoiced between Dharmavaram Junction station and any station or *viâ* any station of the South Indian Railway.

(*d*) Interchanged traffic between the Southern Mahratta and South Indian Railways shall be understood to mean coaching and merchandize traffic which may be booked or invoiced, in accordance with the terms of this agreement, through from any station on one of the two contracting lines, or any line beyond, to any station on the other contracting line or any line beyond, *viâ* Dharmavaram.

(*e*) Through traffic means all traffic of the Southern Mahratta Railway between or *viâ* stations on the Southern Mahratta Railway, on either side of Dharmavaram Junction station, which traffic only passes through the Junction and is not interchanged with the South Indian Railway.

(*f*) The joint station staff means all staff of all kinds employed, working traffic through and in and out of the joint station, and includes Goods and Coaching Clerks, Telegraph Signallers, Police, Pointsmen, Shunters, menials and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

(*g*) Running staff means and includes Drivers, Firemen, Guards, Brakesmen and all other staff that may be employed, from time to time, in the actual working of trains.

(*h*) Trains mean and include engines, whether with or without brake-vans or other vehicles.

(*i*) Traffic receipts mean and include the receipts for all Coaching and Goods traffic, and for telegrams and all other earnings at the joint station.

(*j*) The joint station expenses mean all the expenses which the Southern Mahratta Railway may incur in working the station, including the maintenance of way and works, equipment, the provision of stationery, forms, etc., required for joint purposes, the cost

of lighting the station and lighting the signals, the cost of cleaning and conservancy, and all other expenses of all sorts, incidental to, or connected with, the proper working of the station, and also interest on the Capital cost of the joint station premises, and also include the cost of loading, unloading, transhipping and otherwise handling goods.

(*k*) The maund is considered, for all the purposes of this Agreement, as consisting of 82·29 pounds, and the ton as consisting of 27·22 maunds, except in the case of the interchange of stock under the Conference Rules when the ton is to be taken as 27 maunds.

CLAUSE III.

Joint station construction, maintenance, rent, provision of permanent way, etc.

The Southern Mahratta Railway's existing works and premises to be used in common, for joint purposes, by both railways, shall be those which are mentioned in the Schedule No. I, Appendix A. attached to this Agreement.

(*a*) The Southern Mahratta Railway shall, from time to time, provide the amount chargeable to Capital, which is required to be expended upon additions and alterations for joint use of the two railways of the existing premises as they are defined in the schedule referred to in paragraph I of this clause, and upon new premises, or works which may have to be provided for joint use, within the limits of the joint station, and all such new works and additions and alterations shall be executed by the Southern Mahratta Railway upon plans and estimates which shall be agreed to by both railways before the work is commenced. Such buildings and conveniences shall be under the absolute control of the Southern Mahratta Railway, but each Railway shall be entitled to work their trains into and out of the Junction station and to have equal use for traffic purposes under the terms of this agreement of all the various buildings and conveniences embodied in the aforesaid schedule.

(*b*) An annual charge for rent and maintenance at the rate of 7½ per cent. shall be charged by the Southern Mahratta Railway to the joint station expenses upon the expenditure for works and premises, including furniture and working plant shown in Schedule No. II, Appendix A. referred to in para. 1 of this clause, and upon the cost of alterations and additions and of new works to be provided under the provisions of para. (*a*) of this clause.

(*c*) Any expenditure which may be required, from time to time, for joint use of both railways upon new minor works, and upon minor additions and alterations of existing premises, which is chargeable to Revenue under the rules in force, from time to time, on the Southern Mahratta Railway, shall be debited to the joint station expenses account.

(*d*) The Southern Mahratta Railway shall execute all such additions and alterations and minor new works, chargeable to Revenue, upon plans and estimates which shall be agreed to by both railways before the work is commenced, and shall also execute the work of maintenance and renewal of all premises and works which are used in common from time to time by both railways, within the limits of the joint station.

(*e*) Each railway will provide and maintain, at its own cost, all such accommodation as may be required for its own exclusive use.

CLAUSE IV.

Compensation for expenditure on joint station works.

Upon the termination of this agreement, or in the event of works provided under this Agreement being no longer required by either railway for joint purposes, the amount of compensation to be paid by either railway to the other railway for expenditure incurred shall be determined by mutual agreement, or, if necessary, by arbitration, as provided for hereinafter.

CLAUSE V.

Joint station limits.

The distant signals on the Southern Mahratta Railway and the distant signals on the South Indian Railway on each side of the station shall be considered and accepted as the limits of the joint station, and all signals within the joint station, as well as the distant signals, shall be worked by the Southern Mahratta Railway.

CLAUSE VI.

Joint station staff.

The staff for working the joint station shall be appointed and controlled by the Southern Mahratta Railway, and charged to the joint station expenses account.

(*a*) The whole of the staff of the South Indian Railway, while within the limits of the joint station premises and sidings used for traffic purposes, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time in force, or which may be issued by the authorities of the Southern Mahratta Railway, who shall have the same rights and control over the staff of the South Indian Railway while within the limits of the Dharmavaram station as if they were the staff of the Southern Mahratta Railway itself. But instructions on matters of detail or in connection with trains and traffic of the South Indian Railway may be given direct by the Divisional Traffic Officer of that Railway to the Station Master at the junction station, a copy of all such instructions being sent to the District Traffic Officer, Southern Mahratta Railway.

(*b*) The joint station staff will deal with all interchanged and through traffic, and also all local traffic of both railways, and the traffic of the two railways shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that of either Company.

(*c*) The monthly cost of the permanent staff shall be from time to time agreed on by the two railways and embodied in a schedule called "joint staff" and signed by the Heads of the Traffic Departments of the two railways. The schedule to be in force until modified as above by mutual consent shall be that recorded as Appendix B to this agreement which fixes a maximum outlay of R900 per mensem. The Southern Mahratta Railway shall have full power to re-arrange and modify the number of the staff and their rates of pay, but no increase which involves any outlay in excess of the aforesaid maxima, *viz.*, R900, shall be made without the concurrence of the South Indian Railway. In the event of stress of traffic necessitating immediate increase to the staff, the Traffic Manager of the Southern Mahratta Railway may make the necessary arrangements subject to the subsequent approval of the South Indian Railway.

(*d*) The quarterly scale and cost of stores, stationery and forms required for joint purposes shall be from time to time agreed on by the two Railways and embodied in a schedule called quarterly scale of stores, stationery and forms, and shall be signed by the Traffic Managers of the two Railways, within which limit the Southern Mahratta Railway has full power to adjust the expenditure as necessary.

CLAUSE VII.

Accidents and damages.

All damages or accidents which may be caused by the joint station staff to the public, to the stock of the two railways, or to the trains and traffic within the limits of the joint station, and all damages or losses, however they may arise, which either railway may sustain or be put to, in consequence of the acts of the station staff, within the limits of the joint station, shall be charged to the joint station expenses account.

(*a*) Each railway shall be responsible for damages or accidents caused by its own running staff within the limits of the joint station.

(*b*) Notice of all accidents, damages, losses, etc., which may occur within the limits of the joint station shall be sent, in accordance with the rules in force for reporting accidents on the Southern Mahratta Railway from time to time, to the officers of both railways immediately such accidents, losses, etc., occur.

CLAUSE VIII.

Through booking of traffic.

Coaching and goods traffic of every kind shall be freely interchanged between the two railways, with such special restrictions as may be, from time to time, agreed to by the Traffic Managers of both railways, and subject to the following conditions, namely:—

(1)—All packages of less than fourteen seers in weight shall be booked through as parcels.

(2) The minimum charge upon goods traffic booked through shall be for one maund and no less charge shall be made than annas eight.

(3)—No less charge than four annas shall be made upon parcels traffic booked through except upon parcels booked at half rates when the minimum charge shall be annas two.

(4)—The minimum charge for goods, parcels, dogs, etc., shall be divided in mileage proportion.

CLAUSE IX.

Interchanged rates and fares.

Each railway shall supply the other, from time to time, with the rates and fares for interchanged traffic between Dharmavaram and their respective stations. Unless where otherwise specially provided, the interchanged rates and fares shall be, in all cases, the sum of the rates and fares of each railway to and from Dharmavaram as may be so advised, and shall include terminals and cartage (if and when that is performed) of both railways. No terminal or transhipment charge to be levied by either railway at Dharmavaram Junction on joint interchanged traffic, that is not more than one terminal will be included in each railway's rate list supplied for the purpose of through booking.

(*a*) No alteration of rate or fare or classification affecting the interchanged traffic shall be made by either railway without one month's previous notice in writing to the other, and such notices shall be given so as to come into force only on the first day of a month, and only by the Traffic Manager of either railway to the Traffic Manager of the other.

(*b*) Each railway shall supply its rates and fares and charges for local traffic to and from the joint station to the joint station staff from time to time.

CLAUSE X.

Collection of through and local charges.

Each railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon through traffic.

(*a*) The receiving station shall check the invoices and be responsible for collecting any amounts that may be undercharged, whether booked "Paid" or "To Pay," with the following exceptions, which must be collected in full by the sending railway, namely :—

(1) Charges on live-stock of every description.

(2) Charges on all articles, goods or parcels which, according to the rules of the forwarding railway, are required to be prepaid.

(3) Charges on commissariat, Ordnance, Medical or other Government stores, which are booked on credit note, or which may be pr-paid.

(4) Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages, and charges for insurance.

(5) Charges on all articles booked and carried in charge of the owner.

(6) All errors under one rupee in freight paid by credit notes other than those referred to in exception (*c*), and all undercharges in freight paid by ledger account.

(*b*) The receiving station shall not reduce the weight of articles or the charges below what is mentioned on the invoice or way-bills without the consent of the forwarding railway, but errors in classification, or rate or calculation may be corrected.

(*c*) The joint station staff shall collect all the fares, rates and charges of both railways due on local traffic to and from the joint station, and these charges, etc., shall be paid to each railway in such manner as may be arranged, from time to time, between the authorities of the two railways.

CLAUSE XI.

Compensation.

Claims on interchanged traffic shall be dealt with, and adjusted, in accordance with the Conference Rules in force for the time being.

All claims for compensation on Local Traffic shall be charged to the railway concerned.

CLAUSE XII.

Telegrams.

Telegrams relating to the joint business of the two Companies shall be interchanged free between the two railways.

CLAUSE XIII.

Division of receipts.

The division of the receipts on interchanged traffic shall be carried out weekly by the Audit offices of the two railways without reference to the end of a month, except that when the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

(*a*) The weekly accounts shall be made up to, and shall include, the Saturday in each week, and settlement shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in paragraph 1 of this clause, and each railway shall have in division its own rates and fares, except in the case of minimum charges which shall be divided as provided in paragraph 4 of clause VIII of this Agreement, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice, shall be adjusted in subsequent accounts.

(*b*) All errors in calculation of 2 annas and under in the coaching interchanged traffic statements and of R1 and under in the goods interchanged traffic statements exchanged between the Southern Mahratta and South Indian Railways shall not be subject to adjustment.

(*c*) Fractions of an anna below 6 pies in the balance of interchanged Traffic transactions between the Southern Mahratta and South Indian Railways shall be disregarded, and fractions of 6 pies and above shall be treated as one anna in both coaching and goods statements separately.

CLAUSE XIV.

Tickets, returns, inspection of accounts, etc.

Each railway shall provide the tickets, forms, etc., required for its own traffic at the joint stations.

(*a*) The joint station staff shall keep all such books, statements and returns as may be required by either railway and shall render such statements as either railway may require on reference to its own traffic, direct to the authorities of that railway, from time to time.

(*b*) All traffic books and statements at the joint station and all interchanged goods, parcels and other traffic of either railway shall be at all times open to inspection by any authorized officer of either railway.

(*c*) All joint station premises and works shall be at all times open to inspection by an authorized officer of either railway.

CLAUSE XV.

Watering and greasing and oiling rolling stock.

Each railway shall make its own arrangements for greasing and oiling and examining and repairing its own engines and other rolling stock at the joint station.

(*a*)—Each railway shall also supply lamps, oil, wicks, etc., for lighting its own trains, the work of lighting however being done by the joint staff.

XVI.

Telegraph staff.

Each railway respectively may provide and maintain its own telegraph instruments and staff for working the telegraph at Dharmavaram.

CLAUSE XVI.

Lost and unclaimed property, rents, etc.

All sums which may be realized by the sale of lost and unclaimed and damaged property, for rent of refreshment-rooms, for licenses for the sale of fruit, sweetmeats, etc., for the sale of manure, and all other incidental receipts at the joint station, shall be credited to the joint station expenses account.

CLAUSE XVII.

Division of joint station expenses.

In respect of the Southern Mahratta Railway through traffic (as defined in paragraph (*e*) of clause II of this Agreement) with which the South Indian Railway is not concerned, one-fifth of the joint station expenses account as defined in paragraph (*f*) of clause II of this Agreement shall be paid by the Southern Mahratta Railway Company. The remaining four-fifths shall be apportioned between the Southern Mahratta and South Indian Railways, in proportion to weight of traffic local and interchanged of the two railways (as defined in paragraph (*b*), (*c*), and (*d*), of clause II of this Agreement) using the joint station.

(*a*)—For the purpose of this division of joint station expenses the apportionment of goods and passenger traffic shall be reckoned upon the weight of the goods according to the invoices, each passenger being taken as equivalent to one-tenth of a ton and no account being taken of coaching traffic other than passenger. Fraction of a maund shall be dealt with in accordance with tariff rules.

CLAUSE XVIII.

Adoption of rules of Railway Conference of 1893.

The rules for the interchange of traffic and rolling stock between railways as adopted at the Railway Conference of 1893 shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Director General of Railways in accordance with the Rules of procedure, or by mutual consent.

(*a*) No rolling stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

CLAUSE XIX.

Damageable goods in open trucks.

No goods damageable by fire or water shall be allowed to leave the line of the owning Company in open wagons, except under special arrangement, subject to the provisions of Conference Rule XXI B. of 1888.

(*a*)—When open trucks laden with damageable goods are accepted, the receiving Company shall become liable for subsequent damage, provided the goods are handed over under a written description implying that they are damageable by fire, water or atmospheric causes.

Transhipment of goods.

(*b*)—All transhipped goods and parcels at Dharmavaram shall be checked by and the work performed by the Southern Mahratta Railway. But if one Company orders transhipment for its own purposes, that railway shall pay the cost, and if the stock of one railway is rejected by the other railway as not conforming to the standards as to dimensions, tare, etc., prescribed by the Government of India, the cost of transhipment shall be borne by the railway whose stock is rejected. Provided always that no stock of either railway, the construction, capacity, and gross wheel weight of which is in accordance with Government regulations, shall be rejected by the other railway unless it be badly loaded, damaged, or from any other cause it becomes necessary to tranship its contents in accordance with the rules of the Simla Conference of 1893.

CLAUSE XX.

Diversion of vehicles.

Either Company may divert a vehicle of the other Company from the exact route to its own line, in accordance with the Conference Rules in force for the time being.

CLAUSE XXI.

Number-taker's duties.

A number-taker shall note the arrival and departure of every train passing the junction and enter in writing in his books the number and description of every vehicle arriving at and leaving the station, giving trains and dates, and distinguishing in goods traffic empty from loaded and covered from open vehicles, and furnishing the necessary returns for both Companies; such number-taker or takers to be joint servants of both Companies, and to work under instructions approved by the Traffic Managers of both Companies.

CLAUSE XXII.

Acceptance of statements.

Each Company shall accept the statements of the other Company with respect to the loads of wagons, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible member of the joint staff, failing which the sending Company's statement shall be accepted.

CLAUSE XXIII.

Shunting in Dharmavaram.

When shunting is performed by either Company for the other, the allowance to the Company performing the work shall be :—

For each mail and passenger train—½ hour.
For each goods and mixed train—1 hour.

Charge will be made at the rate of five miles per hour at an average cost per train mile for locomotive purposes calculated on the actual expenses shown in the Revenue Account of the Company performing the work for the previous half-year, plus five per cent. thereon, to cover interest on the cost of locomotive stock used.

CLAUSE XXIV.

Notice of restriction of traffic.

If at any time either line should find itself unable, either from want of vehicle stock or engine power or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than 7 days) to the other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said railway shall not be bound to receive more than the quantity so specified.

CLAUSE XXV.

Arbitration.

In case of any difference of opinion between the two Companies as to the construction of any part of this Agreement, or as to its application to any particular case, either Company shall be entitled to call for an arbitration, to be conducted in the usual way, each Company nominating its own arbitrator, and should the arbitrators so appointed fail to agree, they, that is the arbitrators, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding upon both Companies in regard to the matter or matters, which may be referred to them or him. But if either of the two Companies shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Company, such other Company may nominate its own arbitrator, and, in such case the decision of the one arbitrator, so appointed, shall be binding upon both Companies.

Approved in Government of India letter No. 508 R. T., dated the 4th July 1896.

APPENDIX A TO THE DHARMAVARAM JOINT STATION AGREEMENT.

SCHEDULE NO. I.

Schedule of works in the joint use referred to in clause III.

NAME OF WORK.	Outlay to 30th April 1894.		
	₹	a.	p.
Earth work	11,108	0	0
Ballast	7,031	0	0
Permanent Way	70,351	0	0
Station House, Dharmavaram	17,251	9	0
Lamp and Store Room	1,128	7	10
Goods Godown	1,845	10	8
Latrine for Europeans	395	2	6
Latrine for Natives	1,501	14	11
Passenger platform, Goods loading bank, approach roads, gates and platform, fencing, etc.	5,937	14	6
Passengers' Over-bridge	5,956	10	10
Block for Clerk in charge at Dharmavaram	2,886	10	9
Double block for Assistant Clerk in charge	1,845	14	11
Recreation room	4,408	6	8
Block for Porters	1,465	12	8
Ash-pits, water-column and piping	4,549	7	2
Station Machinery	25,781	1	3
Engine lift	3,033	8	8
Engine-Turn Table	7,101	12	6
Wagon Weigh-bridge	76	12	11
Coal stage	726	2	8
Engine shed and Tank house	39,062	5	2
Loco. well with steam pump	3,987	6	11
TOTAL	2,17,432	12	6

SCHEDULE NO. II.

List of Station furniture and equipment in joint use referred to in clause III.

DESCRIPTION OF ARTICLES.	No.	Rate.			Amount.			REMARKS.
		₹	a.	p.	₹	a.	p.	
Almirah	1	75	0	0	75	0	0	
Barrows, sack	1	18	4	4	18	4	4	
Bell, hand	1	9	0	6	9	0	6	
Benches, cast iron, for platform	4	23	11	8	94	14	8	
Buckets, iron, latrine	3	1	13	0	5	7	0	
Do. galvanized	9	1	13	0	16	5	0	
Carriage keys	10	0	11	5	7	2	2	
Cases, ticket, double	1	54	10	6	54	10	6	
Cash box, tin	1	20	6	2	20	6	2	
Do., chest, iron	1	68	2	3	68	2	3	
Chains, safety	21	0	4	6	5	14	6	
Chairs	4	4	0	0	16	0	0	
Clock	1	56	7	6	56	7	6	
Date racks	3	1	14	0	5	10	0	
Files, wire, hanging	4	0	4	0	1	0	0	
Do., standing	4	0	4	0	1	0	0	
Do., clip and board	1	0	9	6	0	9	6	

List of Station furniture and equipment in joint use referred to in clause III—contd.

Description of articles.	No.	Rate.			Amount.			Remarks.
		R	a.	p.	R	a.	p.	
Gurrahs, iron	6	1	3	6	7	5	0	
Tripod stand, iron	3	17	9	2	52	11	6	
Gum pot, tin	2	0	4	0	0	8	0	
Ink pots, pewter, large	25	0	10	8	16	10	8	
Do., glass, travelling	1	0	6	0	0	6	0	Approximate.
Lamps, semaphore	6	16	12	10	100	13	0	
Do., hand signal	20	5	10	1	112	9	8	
Do., platform wall	14	13	15	5	195	7	10	
Lamps, table, ordinary	4	9	12	5	39	1	8	
Do., hanging	7	8	3	2	57	6	2	
Do., latrine	2	13	15	5	27	14	10	Approximate.
Ladder, teakwood	2	10	7	5	20	14	10	
Lamps, porter	8	3	5	2	26	9	4	
Ticket nippers	4	2	13	10	11	7	4	
Padlocks, iron	3	0	12	9	2	6	3	
Do., Galvanized	37	0	12	11	29	13	11	
Oil measures, country, of sizes	4	0	6	5	1	9	8	
Weights, paper	6	0	3	0	1	2	0	
Penknives	3	0	9	0	1	11	0	
Press, dating, with steel type cutting	1	20	13	0	20	13	0	
Type box	1	4	14	0	4	14	0	
Press copying	1	22	5	2	22	5	2	
Do. stand, teakwood	1	10	0	3	10	0	3	
Rulers 18″	2	0	10	0	1	4	0	
Do. 24″	1	0	8	0	0	8	0	
Scales, weighing, small scoop	1	10	0	0	10	0	0	Approximate.
Scissors, small	2	0	8	0	1	0	0	
Seal, brass, for cash bags	2	1	8	0	3	0	0	
Do., Tranship, S. I. R.	1	2	0	0	2	0	0	Approximate.
Slate	1	0	2	6	0	2	6	
Stands for roof lamps	1	13	14	1	13	14	1	
Stools, dealwood	4	1	8	0	6	0	0	Approximate.
Do. teakwood	4	2	9	2	10	4	8	
Tables, teakwood	4	27	0	0	108	0	0	
Foot rule	1	1	2	1	1	2	1	
Weighing machine, 28mds.	1	304	8	0	304	8	0	
Do. 14 ,,	1	152	4	0	152	4	0	
Bath tub	2	8	6	3	16	12	6	
Easy chairs	2	11	0	8	22	1	4	
Chamber pots	4	3	0	0	12	0	0	
Commode with pan	5	20	0	0	100	0	0	
Pots, single, iron	3	14	13	6	44	8	6	
Table, round	2	30	11	9	61	7	6	
Do., toilet with glass	2	15	0	0	30	0	0	
Towel stand	2	10	13	3	21	10	6	
China service set with wash hand stand	2	15	15	8	31	15	4	
Sofa, cane	1	20	4	0	20	4	0	
Tape, measuring, 30 ft. (per 10ft.)	1	0	9	6	1	12	6	
Brushes, dusting	2	0	14	10	1	13	8	
Cases, leather, for flags	12	0	9	6	7	2	0	
Fog signals (dozen)	12	1	10	0	1	10	0	
Filter, silicated, carbon	2	34	2	10	68	5	8	
Hammer	3	1	0	0	3	0	0	
Needle, gunny	6	0	0	4	0	2	0	
Oil feeder	1	1	7	2	1	7	2	
Oil funnel	1	0	2	6	0	2	6	
Pots, tin, marking	2	0	1	6	0	3	0	
Bags, leather, Ticket Collectors'	2	1	4	0	2	8	0	
Barrows, luggage, four-wheeled	1	30	0	0	30	0	0	Approximate.
Boats, hooks, for cotton	2	2	9	7	5	3	2	
Hooks, cotton, hand	6	0	8	1	3	0	0	
Lamp, Ticket Collectors'	2	2	6	0	4	12	0	

List of Station furniture and equipment in joint use referred to in clause III—concld.

Description of articles.	No.	Rate. ₹	a.	p.	Amount. ₹	a.	p.	Remarks.
Lota, brass	1	1	0	0	1	0	0	
Probes	1	0	8	0	0	8	0	
Snuffers	2	1	1	0	2	2	0	
Hat racks	2	2	10	10	5	5	8	
Purdahs	1	4	12	5	4	12	5	
Tumblers, glass	4	0	4	9	1	3	0	
Lamps, hanging, hexagonal	2	8	0	0	16	0	0	
Can, watering, with rose	1	2	14	0	2	14	0	
Tranship seal, rubber	1	5	0	0	5	0	0	
Casks for water	3	8	0	0	24	0	0	
Roof lamp stands	2	13	14	1	27	13	2	
Oil measures, graduated	2	0	6	5	0	12	10	
Box, teakwood	1	*0	15	6	24	3	6	*Per Cubic foot.
Goglet stand	1	2	6	6	2	6	6	
Tables, teakwood, with drawers	5	28	6	5	142	0	1	
Boards, notice, of sizes	15	5	0	0	75	0	0	
Street lamps with iron pillars	6	35	3	11	211	7	6	
Locks, pad, galvanized, Hobbs'	12	2	0	4	24	4	0	
Chairs, arm	2	4	0	0	8	0	0	
Commode with pan	1	20	0	0	20	0	0	
Chains, safety	6	1	8	0	9	0	0	
Funnel, oil	1	0	2	6	0	2	6	
Oil save all	1	1	0	0	1	0	0	
Book shelf, teakwood	1	29	13	3	29	13	3	
Hand signal lamps	8	4	4	0	34	0	0	
Drippers and tray, pair	1	3	2	7	3	2	7	
Teakwood counters, large	2	75	14	2	151	12	4	
Bamboo ladder	1	3	8	0	3	8	0	
Benches, wooden	4	23	11	8	94	14	8	
Rattan benches for Waiting Rooms	2	20	4	0	40	8	0	
Wooden benches do.	2	23	11	8	47	7	4	
Box, teakwood 4′ × 2′-6″ × 2′-6″ for goods clerk	1	*0	15	6	8	11	6	*Per Cubic foot.
Lamp ladder, teakwood	1	10	7	5	10	7	5	
Benches, platform	10	23	11	8	237	4	8	
Punkah for Waiting Room	1	22	0	0	22	0	0	
TOTAL	...	.....			3,618	12	3	

APPENDIX B. TO THE DHARMAVARAM JOINT STATION AGREEMENT.

Schedule of Joint Staff referred to in Sub-Section C. of clause VI of the Agreement.

Detail of staff.	Monthly expenditure.	Remarks.
	R	
Station Master	120	
Assistant Station Master	90	
Coaching and General Clerks	75	
Goods Clerk	30	
Ticket Collectors	50	
Number Takers	60	
Shunting Masters	35	
Jemadars	12	
Pointsmen	126	
Porters	86	
Peon	7	
Waterman	7	
Sweepers	14	
Gate-keepers	6	
Watchmen	12	
Signallers	100	
Bonus on Provident Fund contribution	20	
Proportion of Relieving Staff	20	
Conservancy	15	
Travelling Allowance for Traffic Inspectors	15	
Total R	900	

APPENDIX BB.

Heads of Revised Agreement between the GOVERNMENT OF HIS HIGHNESS THE MAHARANA OF OODEYPUR, hereinafter called His Highness's Government, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, hereinafter styled the Company, for the working of HIS HIGHNESS'S OODEYPUR-CHITORE RAILWAY between Beeruch Junction (inclusive) and Oodeypur.

Under the conditions hereinafter recited, the Company agree to work the Oodeypur-Chitore Railway on behalf of His Highness's Government, up to and including the 30th June 1897, when this agreement will terminate and the management and working of the Oodeypur-Chitore Railway will be resumed by His Highness's Government.

2. The Company shall have the entire control of the train and traffic arrangements of the Oodeypur-Chitore Railway during the continuance of this agreement, but neither the Company nor any other authority shall have control in matters of jurisdiction, except His Highness's Government.

3. The Oodeypur-Chitore Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level crossings, signals, signal lamps, cash safes, engine and repairing sheds, provision for water supply and all other necessary appliances for working the line shall be provided by His Highness's Government, and such alterations and additions thereto as may from time to time be found necessary shall be carried out by, or at the cost of, His Highness's Government and charged to the capital account of the line. But for any expenditure so charged the sanction of His Highness's Government shall in each case be previously obtained.

4. Engines, carriages, sheets and other appliances for the equipment of trains and vehicles shall be provided by His Highness's Government.

5. (*a*) As regards all charges on account of maintenance of way and works including the repairs of bridges, stations and buildings, conservancy of rivers, and all other works ordinarily constructed or repaired by the Engineering Department, an account shall be kept of the actual outlay, and this outlay *plus* 10 per cent. for engineering supervision shall be charged to His Highness's Government. An estimate of the charges under this head for the period ending the 31st December 1896, and periodically thereafter, shall be prepared by the Company's officers in consultation with the Darbar Engineer and shall be agreed to between the Company and His Highness's Government. And no charges other than those agreed upon shall be incurred without the previous sanction of His Highness's Government. This estimate shall not be exceeded unless absolutely necessary, but in case of such necessity the Engineers shall be free to act without consulting His Highness's Government.

(*b*) As regards the expenses incurred in working the line in other departments, the Company shall charge to His Highness's Government the same percentage of the gross earnings as may be incurred in these departments for the half-year in question on the Rajputana-Malwa Railway, and these charges shall be held to include supervision.

6. From the amounts thus apportioned chargeable as working expenses the Company shall defray all the working charges and pay the salaries of the staff (including junction staff) and provide stationery, tickets, coal, oil, grease, current consumable stores, and all other necessary materials for the proper and efficient working of the Oodeypur-Chitore Railway.

7 (*a*). During the continuance of this agreement His Highness's Government shall provide and maintain for the purposes of the Oodeypur-Chitore Railway such a force of police as His Highness's Government may, in consultation with the Company, deem necessary for the protection of the line and of property in the trains and at each station thereof. The cost of this force shall be defrayed by his Highness's Government. The officer appointed by His Highness's Government to look after the police shall be directly under the control of the Company's Agent in all cases connected with railway traffic, management of station police duties and with investigation in cases of accident, but will be under the control of His Highness's Government in all cases of appointment, promotion, dismissal, etc.

(*b*) Losses, damages, etc., attributable to negligence or default on the part of His Highness's State police shall be made good by His Highness's Government and the amount deducted from the net revenue of the Oodeypur-Chitore Railway and credited to the Company.

(*c*) All cases of trial in connection with local traffic within the limits of the Oodeypur-Chitore Railway, and such cases in connection with through traffic as come within the jurisdiction of the Darbar, shall be held in the Courts of His Highness's Government, and no payment of compensation in such cases will

be made by the company without the previous sanction of His Highness's Government.

8. The Company shall be responsible for the collection of all the revenue appertaining to the Oodeypur-Chitore Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of His Highness's Government occupying dwelling houses, the property of His Highness's Government, and shall pay the same into the treasury in the same manner as their own earnings. In the event of the Darbar carriages going on other railway lines, the Company shall recover the hire at usual rates and credit the amount to His Highness's Government.

9. The Company shall furnish His Highness's Government with a weekly return of the approximate earnings of the Oodeypur-Chitore Railway, and, at the close of each half-year with a full account both of receipts and expenditure.

10. Advances shall be made by the British Government Treasury to meet the cost of working the Oodeypur Chitore Railway, and debited to the revenue advance account of the line as in the case of other lines worked by the Company.

11. The account as between the British Government and His Highness's Government shall be finally adjusted at the close of each half-year as soon as possible after the revenue account is rendered, and the balance in favour of or against His Highness's Government shall then be paid over to it or by it, as the case may be. No interest shall be paid for money drawn from the British Government Treasury as advances.

12. (*a*) The fares to be charged for coaching traffic and the rates to be charged for goods traffic shall be fixed from time to time by the Agent of the Company in communication with, and subject to the approval of, His Highness's Government.

(*b*) In the absence of any special agreement between His Highness's Government and the Company, the fares and rates for coaching, goods and miscellaneous traffic and the classification of goods on the Oodeypur-Chitore Railway shall, as far as may be, conform to those generally in force on the Rajputana-Malwa Railway.

(*c*) At least one composite first and second class carriage will be kept attached to each passenger train.

(*d*) Mails and postal officers on duty will be carried at the rates and on the conditions which may be in force from time to time on State Railways.

13. The through rates shall ordinarily be the sum of the following :—

Rajputana-Malwa Railway rates.—On distances to and from Chitorgarh *plus* 2 miles.

Oodeypur-Chitore Railway rates.—On distances to and from Beeruch Junction.

But special agreement may be come to in regard to through traffic.

14. In booking between Chitorgarh and stations on the Oodeypur-Chitore Railway and *vice versâ*, the through rates shall be the sum of the rates to and from Beeruch Junction, *i.e.*, up to Beeruch Junction.

15. All money transactions under this agreement, as between the British Government, His Highness's Government and the Company shall be in British Government Rupees, and the Company are to accept the British currency only in payment of fares and rates.

16. Any question of dispute which may arise in carrying out these arrangements shall be settled by arbitration, and arbitrators will be appointed at the time of such settlement.

17. The Indian Railways Act and the Standing Regulations of the Company as applicable to the Rajputana-Malwa line as approved by the Governor General in Council under the Indian Railways Act, which have been accepted by His Highness's Government, and the regulations of the Jodhpur Railway shall apply to the Oodeypur-Chitore Railway. The above Act and Standing Regulations shall, within Railway limits on the Oodeypur-Chitore Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried.

18. The Telegraph line along the Oodeypur-Chitore Railway will be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force in the case of State Railways. The Company will work the line in strict accordance with the rules which have been or which from time to time may be authorized by the Governor General in Council for the adoption and working of licensed railway telegraph lines in British India.

19. The foregoing clauses are subject to confirmation * by the Government of India and the Board of Directors of the Company.

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* Confirmed *vide* Government of India, Foreign Department letter No. 3930-I.-B., dated the 30th December 1896.

APPENDIX CC.

Memorandum of Agreement MADE THE TWENTY-SEVENTH DAY OF JUNE EIGHTEEN HUNDRED AND NINETY-SIX between the Government of HIS HIGHNESS THE MAHARAJAH OF MYSORE and the MADRAS RAILWAY COMPANY for the working and maintenance of the KOLAR GOLD FIELDS RAILWAY (hereinafter called the STATE RAILWAY) by the MADRAS RAILWAY COMPANY (hereinafter called the COMPANY.)

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meanings set opposite to each of them respectively, namely :—

Interpretation Clause.

(*a*) The word Government except where otherwise defined means the Government of His Highness the Maharajah of Mysore.

Government.

(*b*) Traffic includes everything that is carried over the State Railway.

Traffic.

(*c*) Coaching Traffic includes passengers, horses, carriages, dogs, parcels, luggage, and all that is booked at what are commonly known as coaching rates.

Coaching Traffic.

(*d*) Goods Traffic includes coal, minerals, material and merchandize of all kinds, also cattle, sheep, etc., and all that is booked at what are commonly known as goods rates.

Goods Traffic.

(*e*) Telegraph includes posts, wires, batteries, instruments (of the patterns in use from time to time, on the Madras Railway) and all that is necessary for working the Telegraph.

Telegraph.

(*f*) Capital expenditure includes all expenditure of all kinds which would, under the rules in force, from time to time, on the Madras Railway, be charged to the Capital account.

Capital.

(*g*) Revenue expenditure includes all expenditure of all kinds which would, under the rules in force, from time to time, on the Madras Railway, be charged to the Revenue account.

Revenue.

(*h*) Stations includes sidings, platforms (where necessary), points, sheds, tank houses, wells, water columns, signals, approaches, roads, buildings for traffic purposes, dwellings for the Traffic Station staff, furniture, fittings, lamps and all other appliances that are required for working traffic, etc., at stations.

Stations.

(*i*) Locomotive premises include running sheds, repairing shops and all other appliances necessary for maintaining and keeping rolling stock in working order.

Locomotive Premises.

(*j*) Rolling stock includes brake vans, water tanks, rolling stock (on their own wheels), pilot trucks and all other goods and coaching vehicles which are necessary for working the traffic of the State Railway.

Rolling Stock.

(*k*) The term "State Railway" includes all stations, locomotive premises, dwellings for the staff, telegraph and appliances, etc., which form part of the complete undertaking of the Kolar Gold Fields Railway.

State Railway.

(*l*) Local traffic and Telegraph receipts are those which relate to traffic and telegrams which do not pass off the State Railway and include the receipts for traffic and telegrams between Bowringpet Road and any station of the State Railway.

Local Traffic and Telegraph Receipts.

(*m*) Through traffic and telegraph receipts are the share of the receipts due to the State Railway for traffic and telegrams which pass between stations of the State Railway and stations of the Madras and other Railways beyond the Madras Railway.

Through Traffic and Telegraph Receipts.

(*n*) The gross receipts include the State Railway share of all local and through traffic and telegraph receipts, all amounts received for rent and all other sums received by the Company for or on account of the State Railway.

Gross Receipts.

2. The State Railway as hereinbefore defined with permanent-way, station buildings, furniture, fittings, sheds, sidings, and all the conveniences, (except rolling stock) necessary for working the traffic to and from the Kolar Gold Fields during day-light was taken charge of by the Company from the first day of June eighteen hundred and ninty-four and from that date it is, during the term of this Agreement, to continue to be worked and maintained by the Company as part of its own undertaking in all respects, as if it actually belonged to the Company subject only to the same control of Government, through the Consulting Engineer to the Government of Madras, as is in force upon the Madras Railway itself under its contract with the Government of India, the intention being that the State Railway is to be considered and dealt with exactly as if it were the property of the Company, except only as to the provision of funds for Capital expenditure, which is to be made by the State as provided in Clause 5.

Company to work and maintain the State Railway.

3. This Agreement is to remain in force for a period of three years from the date on which any portion of the State Railway is open for traffic after the expiration of which period it will remain in force subject to six months' notice which may be given by the Government or the Company, such notice however only to expire on the 30th June or 31st December of any year.

4. The Government will provide for the Company any land that may at any time be required by the State Railway.

Land.

5. The Company shall execute such new works as may from time to time be necessary after having first obtained the sanction of the Government for so doing, the cost of all such works to be paid by the Government.

Construction of new work.

6. (*a*) The following passenger fares shall be charged between Bowringpet and any station on the State Railway :—

Special Passenger fares.

1st single. A mileage rate of 12 pies subject to a minimum charge of 4 Annas.
2nd single. A mileage rate of 6 pies subject to a minimum charge of 2 Annas.
3rd single. A mileage rate of 2 pies subject to a minimum charge of ½ Anna.

(*b*) An uniform rate of 13 annas 4 pies per ton upon all classes of goods traffic shall be charged between Bowringpet and any station on the State Railway as a tentative measure until such time as it is found that increased traffic will allow of a lower all-round rate being charged when this Agreement as regards goods rates will be open to revision.

Special Goods rates.

(*c*) Subject to the abovementioned special rates and fares, the rates, conditions, arrangements, etc., both for public traffic and for police, Government stores, etc., are to be in force upon the State Railway as are in force from time to time upon the Madras Railway.

Ordinary rates to be charged.

(*d*) The Company agree to carry over the State Railway all Mails of the Imperial Post Office, as defined in the Post Office Act, at the rate of 30 pies a mile for a whole carriage, or at a proportionately less rate for such accommodation less than a whole carriage as may from time to time be required, subject to a minimum charge as for one compartment of a carriage. The Company further agree to carry over the State Railway Postal Servants on duty free of charge, in the same way as they are carried on the Madras Railway. A lighting charge in addition to the charge for accommodation will be made as on the Madras Railway in proportion to the extent of accommodation provided.

Rates to be charged for the carriage of mails.

(*e*) The Company agree to carry over the Madras Railway and over the State Railway, material, etc., required for works upon the State Railway, at the same rates as are charged and under the same arrangement as is in force, from time to time, for material, etc., required for works upon its own Railway.

Charge for carriage of material for works on State Railway.

(*f*) A suitable travelling crane shall be provided by the Company for use on the State Railway, all cranage charges collected being credited to the Company and not included in the revenue of the State Railway.

Travelling Crane.

7. (*a*) The Company is to be responsible for all accidents, losses, or damages, of all kinds, upon the State Railway, to the public, to the traffic, to the Company, to the way or works of the State Railway, and otherwise, except that, in the case of any accident or damage caused by the failure of way or works due to defective construction or extraordinary casualty or damages by floods caused by the bursting of tanks or other irrigation works, the Government shall be responsible, and the Government shall also be responsible for the cost of

Responsibility for accidents, etc.

repair and replacement of any way and works as well as for any accident or damage that the Company could not have prevented, which may result from any such failure.

(*b*) The Company shall be solely responsible for accidents, or damage, caused on its own Railway by the failure of way, or works, due to defective construction, or extraordinary casualty, or damages by floods caused by the bursting of tanks, or other irrigation works, and the cost of such accidents, or damages, shall be eliminated from the Company's Revenue Account before the Company's percentage of expenses, in so far as this Agreement is concerned, is arrived at.

Provision of Rolling Stock, Stores, etc.

8. The Company shall provide the necessary rolling stock, staff, stores, etc., to work the passengers, goods and other descriptions of traffic between the present Bowringpet Station and the Terminal Station of the State Railway.

Control of Traffic.

9. The Company shall have entire control of the train and traffic arrangements of the State Railway and shall during the continuance of this Agreement cause to be run upon the State Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains, at such times, and at such rates of speed, between such places, and with such conveniences and accommodation as the traffic shall from time to time require, after duly considering any suggestions or recommendations from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Telegraphs.

10. The Company shall arrange with the Government of India or otherwise for the supply and maintenance of the requisite telegraphs and payments on account of rental and maintenance shall form part of the Company's Railway system and the State Railway as defined in Clause I (*k*) herein; and the necessary equipment of the telegraph offices at stations together with any additions thereto which may from time to time be found necessary shall be provided, furnished and equipped by the Company at the expense of the Mysore Government.

Bowringpet Junction Station.

11. (*a*) The signals required by the Company to protect trains approaching, or leaving the Bowringpet Station, which may be rendered necessary by reason of the State Railway being constructed, the way and works required from the point where the State Railway enters the Madras Railway limits up to the Bowringpet Station, and all locomotive premises and dwellings for the staff of all departments required at Bowringpet Station, to be provided by and at the cost of the Company, a payment being made of Rs. 26,870 to the Company by the Government to cover approximately the cost to be incurred by the Company for bringing the State Railway within station limits, less the value of the materials.

(*b*) Such payment to be made by the Company retaining the balance of net earnings after payment of 4 per cent. interest to the Government on its capital outlay each half-year until the amount is cleared.

(*c*) The Company have further to provide for the re-modelling of the sidings and buildings of Bowringpet station goods yard at an estimated cost of Rs. 26,033 to meet the altered circumstances caused by the admission of the State Railway.

(*d*) The expenditure thus incurred will be borne solely by the Company, but should the Company cease to work the State Railway, the cost of these alterations shall form a charge against the Bowringpet Station which will thereafter be worked as a joint station.

Maintenance of State Railway.

12. (*a*) The Company are to maintain the State Railway in the same state of efficiency as that in which it was handed over to the Company; but any expenditure that would not be chargeable to Revenue under the rules in force on the Madras Railway, or that may arise from extraordinary casualty, as provided for in Clause 7 (a) is to be borne by the Government.

(*b*) The precise conditions of the State Railway, both as regards way and works and its equipment, when handed over to the Company are specified in the Schedule to be annexed to this Agreement. A detailed inventory of the State Railway including the value thereof as made over on the date aforesaid in Clause 2 shall be prepared by the Go ernment and accepted and kept up by the Company as part of the accounts of the State Railway.

(*c*) The Company is not to be required to do more than maintain the width for banks and cuttings at formation level and the width and depth of ballast to the standard at which it is handed over to the Company.

Accounts.

13. (*a*) The Company shall record and keep in proper books, full and particular accounts of all its transactions and correspondence in any way relating to or affecting the State Railway, or the business thereof, or any of the matters, or things, included, or referred to in this Agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto, in the same manner as prescribed in its Contract with the Secretary of State.

(*b*) The gross receipts of the State Railway as hereinbefore defined are to be collected and treated as receipts of the Company. The balance, after deducting the payments to the Company as defined in Clauses 11 (*b*) and 14 of this Agreement, is to be paid over to the State as soon after the end of each half-year as the accounts have been made up, and have been finally passed by the Government of Madras.

(*c*) A full statement of account shall be furnished by the Company to the Government half-yearly.

(*d*) The Company shall also furnish to the Government weekly a statement of the traffic earnings of the State Railway.

Remuneration to the Company.

14. (*a*). The charge by the Madras Railway for working and maintaining the branch line shall in each calendar half-year be a proportion of the gross earnings of the State Railway, being the proportion which the working expenses of the whole system, including the branch line, bear to the gross earnings of that system during the same half-year with the addition of a charge of 5 per cent. of the gross earnings of the State Railway for the use of the Company's Rolling Stock.

Remuneration to be subject to variation.

(*b*) The rates to be charged to the public as per Clause 6 (*a*) and 6 (*b*) and the proportion of the gross receipts to be paid to the Company for working as per section (*a*) of this (14) clause as well as power to charge separate rates for each station to be subject to variation as may be mutually agreed upon.

Value of Company's old materials to be excluded from calculation.

(*c*) In ascertaining the working expenses of the whole undertaking, any sums that may have been credited to working expenses for the value of the Company's old materials disposed of shall be excluded each half-year from the account.

Mode of communication between parties.

15. All correspondence connected with the working of the State Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being, through the medium of the Resident in Mysore and the Consulting Engineer to the Government of Madras, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through its own officials.

Company's Rules and Regulations to apply.

16. All the General and Subsidiary Rules and Regulations for the working and management of the Madras Railway Company in force during the term of this Agreement, shall be brought into operation on the State Railway as far as they are applicable on a Branch Line.

Inspection of Line.

17. The State Engineer shall at all times be empowered to enter on and inspect the State Railway.

Inspection of Books and Papers.

18. The Government, or any person, or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company, relating to the State Railway, with power to call for, or to make copies of, or extracts from the same.

Company to have power to terminate Agreement.

19. The Company shall have the power of terminating the Agreement before the expiration of three years and to withdraw from the arrangement for working the branch if sanction be accorded by the Government to the construction of a competing line to the Gold Fields.

Arbitration.

20. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be referred through the Madras Government to the Government of India, whose decision shall be final and binding to all parties.

Sanction.

21. This Agreement is to be subject to the sanction* of the Government of India and of the Board of Directors of the Company.

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* Sanctioned—*vide* letter No. 1334 R. C., dated the 7th September 1896.

APPENDIX DD.

Articles of Agreement made and entered into on the 1st July 1896 between the EASTERN BENGAL STATE RAILWAY and the ASSAM BENGAL RAILWAY COMPANY on the one side and the INDIA GENERAL STEAM NAVIGATION COMPANY and the RIVERS STEAM NAVIGATION COMPANY on the other side whereby it is mutually covenanted and agreed as follows—

1. In this contract the "Manager" means the Manager of the Eastern Bengal Railway System or the Agent of the Assam Bengal Railway System.

2. The expression the "Railways" means not only the Eastern Bengal State Railway and the Assam Bengal Railway but also all connected Railways and other Carrying and Steamer Companies not named above as parties to this agreement interchanging traffic therewith. The expression "Railway" means either of the two Railways named. The expression "Companies" means the India General Steam Navigation Company and the Rivers Steam Navigation Company jointly. The "Company" means either one of them.

3. This contract shall come into force on 1st July 1896 and shall remain in force until the expiry of six months' notice from any party desiring to revise or cancel it. Such notice to take effect from 1st January or 1st July whichever may come first after its receipt.

4. From the date on which the contract comes into force and during its continuance coaching traffic, express goods traffic, carriage of mails and ordinary goods traffic shall be worked between Goalundo and Chandpur and Narayanganj and between these ports and other river stations by the Companies' Cargo Flats, and by their Despatch Service. The goods will, as a rule, be despatched *viâ* the Pudda River, but it shall be permissible for the Companies to despatch goods between Chandpur and Goalundo *viâ* the Dhalessary when the latter river is open for traffic.

5. The through rates for goods booked through between any river station and any railway station shall be the sum of the local rates now in force.

6. Every party shall be responsible for collecting all charges due to the other on all through traffic whether "paid" or "to pay" with the exceptions noted below, for which the Railway or the Company forwarding the goods shall be responsible :—

(1). Charge on live-stock of every description booked as goods,
(2). Charge on all perishable and dangerous articles booked as goods.
(3). Charges on Commissariat and Ordnance stores booked pre-paid under credit notes.
(4). Errors under R1 either way in freight paid by credit note.
(5). Undercharges in passengers' fares and luggage and insurance charges.
(6). Charges on all articles booked but carried by the owner.
(7). Undercharges on specie.

And in working the traffic, the Railway forms, consignment notes, receipts and invoices shall alone be used. If required to be supplied to the Companies by the Railway they shall be supplied on payment.

7. The receiving party shall not reduce the charge mentioned in the invoice without the consent of the forwarding party, except in the case of overcharges, the evident result of error in classification or computation of freight not affecting condition or description.

8. The gross earnings after deduction of such gross earnings due to Foreign Railways or Carrying or Steamer Companies shall be divided as shown in clause 5.

9. The Companies shall be represented at Goalundo and Chandpur and Narayanganj by Agents to be approved of by the Railways. These Agents shall stand to the Railways in regard to the division of the through traffic receipts in the same relation as the Auditor of a Foreign Railway. Weekly division sheets of through traffic shall be exchanged between the Railways and the Companies within 21 days of the close of the week to which they relate. Division sheets shall be accepted by both parties, as rendered; all errors in any division sheet which shall be brought to notice being adjusted without delay in subsequent accounts by the responsible party. All through traffic invoices shall be accounted for within six weeks from date on which the invoices pass the junction. A monthly settlement of the through traffic accounts based on the division sheets shall be made between the Companies and the Railways.

10. The Joint Traffic Representatives of both parties shall mutually furnish the earliest possible intimation of any abnormal traffic either in quantity or in description for which special arrangements at Goalundo or Chandpur or Narayanganj may be necessary, and the departure notices of steamers and flats from Goalundo and Chandpur and Narayanganj in which the approximate total weight of cargo shall be stated, shall be regularly telegraphed to the Railway Representatives at Goalundo and Chandpur and Narayanganj by the Joint Traffic Representatives at the river station concerned.

11. Through booked goods shall be received and delivered, with the invoices, at the gangway of the vessels, on a gangway tally kept by counter-check of the marks on and the numbers and condition of packages by each side; and such tally books shall be counter-initialled before the departure of the train or steamers as the case may be. Receipts in accordance with the tallies shall be recorded in the through goods register of each party, before the close of the day. Goods shall be considered as transferred by one party, and received into the custody of the other as soon as each package has passed the gangway, and shall be at the risk and responsibility of the receiving party then and after. Goods not accompanied by properly drawn out invoices shall not be loaded or unloaded, and detention occurring to such goods shall be at the risk of the side in fault. Manifests shewing in full details the cargo actually transhipped shall be supplied by the flat for goods to be discharged at Goalundo and Chandpur and Narayanganj and shall be supplied by the Railway for goods shipped at Goalundo and Chandpur and Narayanganj.

12. The procedure for transfer of goods to be as follows:—At each gangway two tallymen shall be provided by each side; one for tallying the packages, the other for remarking on the condition, marks, etc., of the packages.

13. The forms of tally books shall be used by both sides for the purpose. Every package out of condition shall be stopped at the gangway and kept aside. After the other work of the day is closed the condition of such packages shall be described fully, and the packages weighed and certified to by the responsible officers of either side, jointly, before transfer is given and accepted.

14. Packages found with marks other than those borne on the invoices shall be pointed out to the side transferring by the side taking over on board or on shore, as the case may be, and shall not be accepted in transfer unless certified to at the risk of the side transferring. The clerks keeping the number tally on either side shall compare tallies and initial each other's books at every hundred packages.

15. In cases of disputes on tallies, the outturn statement of the receiving station (or the first transfer station) for the consignment in question will be taken as deciding the dispute; provided that the side transferring shall not be liable for a greater number than the original number in dispute.

16. When a flat takes longer than one day to unload, in such cases at the close of the work every day the tally books on either side shall be signed and countersigned by the responsible officers of both sides.

17. On the loading or unloading being completed, the registers maintained by the side transferring will be signed by the side taking over, consignments in dispute being signed for subject to the receipt of outturns as per the outturn statement of the receiving or first transfer station. The result of the outturn will be advised to the side transferring, and will be taken as finally deciding the dispute.

18. All loss, injury or damage of any kind and all claims for goods, cargo or parcels shall thus be settled by the party with whom the goods cargo or packages were at the time when the loss or injury occurred from which the claims arose. But where it cannot be ascertained with certainty where the loss or injury arose the claim shall be divided in proportion to the amount of freight to which each party would be entitled under clause 8, but in such cases no claims shall be admitted or paid without the consent of all parties.

19. The Railways shall break bulk, and stow all cargo, and shall provide all labour and appliances except the stages referred to in clause 22, for the loading and unloading to and from the vessels' gangways of through goods and cargo at Goalundo and Chandpur and Narayanganj or such other places, as aforesaid, and shall carry out such work of loading and unloading so as to give the vessels quick despatch. The expense of the labour employed shall be borne by the Companies and the Railway concerned in equal shares. To facilitate the quick despatch of goods, both parties shall be bound to send forward goods in daily despatches as regular and uniform as practicable. In the event of either the vessels of the Company, or the rolling-stock of the Railway being delayed in working, it shall be open to either side to claim that after 10 days' notice the following demurrage charges shall henceforward be introduced, for such period as may be mutually agreed upon. Vessels berthed and wagons placed in the ghât sidings in the forenoon shall be recorded as arrivals from the hour in which they may be so berthed or placed. Vessels berthed and wagons placed in the sidings in the afternoon shall be considered as arrivals at daylight next day. The rate of working for calculation of demurrage will be 300 maunds per hour of daylight, per stage, for general goods; 150 maunds per hour of daylight, per vessel, for coal; and 100 maunds per hour of daylight, per vessel, for heavy machinery. Flats and steamers not unloaded in conformity with the above, will stand free of demurrage for one day over and above the calculated time, and after that the flats will, provided towage is available, abnormal causes, such as inclement weather, excepted, carry a demurrage rate of R80 per diem, and the steamers R200 per diem. Wagons for which no flat, clear of all downwards cargo and made over to the Railway for loading to the station to which the contents of the wagons are consigned, is available, will carry demurrage in accordance with Railway Conference Rules. After either vessels or wagons have borne demurrage for two days, the goods may be unloaded at the risk, expense, and cost in all things, of the side defaulting and no further demurrage will accrue on the part of the side defaulting. Demurrage to be duly recorded in the Transhipment Registers provided for that purpose.

20. Goods shall be received by either side on properly drawn out invoices. Goods under memo. invoices, except as covering a second or part despatch on a consignment that has already gone forward with invoice, shall not be received.

21. No package shall be retained by the forwarding side which can be clearly indentified as part of a consignment in transit or already gone forward.

22. Each flat shall supply three stages fully rigged and of a width to allow of return coolies passing over the same stage.

23. Each of the parties shall convey over its line, free of charge, the officers and servants of the other party, when travelling on duty in connection with the combined, connected or feeder services on production by such officers and servants of a pass granted by the Managing Agents in the case of the Companies and by Manager or officers authorized by the Manager in the case of the Railway. All official correspondence, including parcels, etc., booked on Railway Service between Chandpur and Goalundo to be carried free by the Companies.

The following officers are to be supplied with periodical free passes by each of the several services :—

Manager, Eastern Bengal State Railway.
Traffic Superintendent, Eastern Bengal State Railway.
Agent, India General Steam Navigation Company.
Agent, Rivers Steam Navigation Company.
Goods Superintendent, Combined Service at Goalundo.
Agent, Combined Service, Chandpur.
Agent, Combined Service, Narayanganj.
Agent, Assam Bengal Railway.
Superintending Engineer, 1st Section, Assam Bengal Railway, Chittagong.
Traffic Manager, Assam Bengal Railway.

All the above passes to be available between Calcutta and Chittagong, and between Chandpur and Narayanganj, and Dacca State Railway.

24. The Railways shall make no charge for telegrams despatched over their wires by the Companies on business connected with the combined service.

25. All traffic books and records relating to the combined service on either side shall be mutually open to inspection.

26. All advertisements regarding the joint service shall be issued by, and in the name of the Eastern Bengal State Railway, the cost of such advertisements being equally borne by parties.

Provided that if any party shall wish to advertise in matters which are not considered to be of joint interest to all the parties, that party shall have the right to advertise independently of the other parties, and shall itself pay the expense thereof.

27. As regards the Manager, Eastern Bengal Railway, and the Companies, nothing in these presents shall in any way modify the Agreement made on 1st March 1889 for the working of the combined service and that made on 26th June 1895 for the working of the coaching and despatch goods service.

28. If any dispute, question, difference, or controversy shall arise between the Railways and the Companies touching these presents or any clause matter or thing herein contained, or the construction hereof, or any thing to be done under any of the Agreements herein contained, or any matter in any way connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in connection with the premises, then and in every or any such case the matter in difference shall be referred to the arbitration of Colonel R. Gardiner, R.E., on behalf of the Railway, and M. C. Turner, Esq., on behalf of the Companies, and the same Arbitrators shall act in the event of a dispute between the two Railways or between the two Companies or in case such Arbitrators shall not agree, then to such person as they shall, before proceeding in the matter, appoint as an Umpire. Provided always that in the event of the said Arbitrators or either of the mbeing unable or unwilling to act, the matter in difference shall be referred to the arbitration of such person or persons as may be appointed by any Court having jurisdiction in the premises in their or his place and whatever decision the said Arbitrators or the Umpire, as the case may be, shall make in the premises shall be binding on the Railways and the Companies or their Representatives and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction so as to be enforced thereby upon the application of either the Railways or by the Companies.

APPENDIX EE.

Memorandum of Agreement made the fifteenth day of July one thousand eight hundred and ninety-six between the GOVERNMENT OF HIS HIGHNESS THE MAHARAJAH SINDIA OF GWALIOR (hereinafter called His Highness' Government) of the first part and the INDIAN MIDLAND RAILWAY COMPANY, "LIMITED" (hereinafter call the Company) of the other part, for the working of HIS HIGHNESS' BINA-GUNA RAILWAY (hereinafter called the Railway).

1. This Agreement shall remain in force for a period of ten years from the date of the opening of the Railway for public traffic of all kinds, and shall be terminable then, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party to this Agreement.

2. The Railway during the term of this Agreement is to be worked by the Company as part of its own undertaking, subject to the same arrangements as are in force with the Company itself under its contract with Government except as hereinafter modified.

3. All communications between His Highness' Government and the Company under this Agreement shall pass through the Resident at Gwalior and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Consulting Engineer as the Government of India may from time to time appoint for the purpose. The said Consulting Engineer shall also, for the purposes of this Agreement, undertake the same general duties with respect to the Railway as are intrusted to him by Government of India in respect to the Indian Midland Railway.

4. The Railway shall be constructed, in every respect, in a substantial and satisfactory manner, and the works, permanent way, buildings, fixed machinery, etc., on it shall be in every particular up to the standard applicable to State Railways, or equal to that on which the Company's own line has been built, and stations and other buildings shall be fully equipped with the usual fittings, furniture and appliances.

5. To meet the loss of ballast resulting from the subsidence of embankments during the period following the opening of the Railway, all embankments shall be fully ballasted in the first instance, with sand or sound moorum temporary ballast; the cost of any additional ballast found necessary during the twelve months subsequent to opening being provided at the cost of His Highness' Government.

6. When the Railway is declared to be completed, it shall be inspected by the Consulting Engineer, and shall be passed by him as fit for the conveyance of passenger and goods traffic, before it shall be made over to the Company under the terms of this Agreement. Further: schedules shall be prepared by the representatives of the Railway and the Company of alterations and additions to existing works, fixed machinery, etc., and of additional works, fixed machinery, etc., that may be necessary for the proper completion of the Railway, in accordance with the requirements above noted or the orders of the Consulting Engineer in view to the works, fixed machinery, etc., in question being provided at the cost of the Railway. A list giving particulars of all furniture and moveable equipment at stations shall be prepared at the same time.

7. Such schedules and list shall be submitted to the Agent of the Company in India and when they are finally accepted by him on behalf of the Company, and by the Consulting Engineer, His Highness' Government shall hand over the Railway to the Company, and the Company will accept the Railway for the purposes of this Agreement and will forthwith open the Railway for public traffic,—His Highness' Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

8. All additional works, and alterations in existing works that are not of the nature of repairs, which may from time to time be agreed upon, between His Highness' Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of His Highness' Government on estimates sanctioned and approved by His Highness' Government and the Consulting Engineer.

9. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own Line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective

original construction, or may be caused by any extraordinary casualty not due to defects in the maintenance or working of the railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided, that if in any case His Highness' Government and the Company shall not agree as to the liabilities of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

10. All additional works and additions to and alterations of existing works within the Company's boundaries, as may be necessary at Bina Junction in consequence of the connexion of the Railway with the Company's Line, shall be carried out by the Company at its own cost, on estimates sanctioned and approved by His Highness' Government and the Consulting Engineer and the Company shall receive from His Highness' Government rent at the rate of 4 per cent. per annum on all such expenditure as may be so incurred in respect to works for the sole use of the Railway; as also on the Capital cost of existing works which may be used solely by the Railway. Similarly, rent shall also be paid at the same rate by His Highness' Government to the Company on a proportion (to be arranged in accordance with established practice) of the cost of existing works or expenditure which may be incurred in additions to or alterations of such works, or in providing additional works which may be used jointly by the Railway and the Company. It shall be understood that by reason of the payment of rent in respect to works, in sole or joint use within the Company's premises, His Highness' Government shall acquire no right of property thereby.

11. During the continuance of this Contract the Company shall have entire control of the Railway, shall supply all staff required for the supervision and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel, and working stores required for the efficient working of the Railway.

12. The Company shall charge such rates, fares, and tolls and shall make such rules, conditions, and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or Company, or any description of traffic, or subject any particular person or Company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

13. All costs, charges, and expenses incurred by the Company, in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company; provided that in the event of the telegraph lines and instruments not being the property of the Railway, the cost of rent and maintenance of the same small be a charge against the Railway.

14. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" in this agreement means and includes gross earnings from coaching and goods traffic and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent, and all other sundry receipts usually treated as Railway Revenue.

15. For working and maintaining the Railway, as hereinbefore provided, the Company shall retain 50 per cent. of the gross receipts of the Railway of each half-year; and shall receive rent for works, etc., in sole and joint use at Bina Junction as laid down in clause 10 of this Agreement.

16. The Company shall keep a distinct and separate account of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for Indian State Railways, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year the Company shall render to His Highness' Government through the Consulting Engineer a summary of the accounts of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway, and shall pay over to His Highness' Government the amount shown therein as due to them. Every revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to His Highness' Government, but nevertheless any error which may subsequently be discovered therein shall be corrected in the next or in any subsequent revenue account.

17. If His Highness' Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for, any dispute, question, or controversy shall, at any time, arise between His Highness' Government and the Company, touching this Contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this Contract, or the operation thereof, or the rights, duties, or liabilities of either party in relation to the Contract, then and in every such case the matter to which His Highness' Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred for the decision of the Government of India.

Approved in Government of India letter No. 346 R. T., dated the 11th May 1896.

APPENDIX FF.

Memorandum of Agreement made on the 1st of August 1896 between the BARSI LIGHT RAILWAY COMPANY, LIMITED (hereinafter called the Light Railway Company) and the GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called the Great Indian Peninsula Railway) for the interchange of traffic, and for the use, in common by both Companies, of the Great Indian Peninsula Railway Company's existing station at Barsi Road, also for additions and alterations which may be required thereat, from time to time, for the traffic of both Companies, as well as for the maintenance and renewal of the joint station, and the working of the traffic of the two Companies at that station.

CLAUSE 1.

Terms of Agreement.

I. This Agreement shall come into force from the day on which the Light Railway Company's trains and traffic begin to run into and use the Joint Station at Barsi Road, and shall continue until the expiration of not less than six months' notice, which may be given by either Company at any time, but which is to expire only on the thirtieth day of June or the thirty-first day of December in any year. At the expiration of any such notice, the Light Railway Company shall remove, at their own expense, all sidings, premises, works, etc., which they may have put down or erected within the limits of the Great Indian Peninsula Railway property, as provided in clause 3, paragraph V herein, and in the event of the Light Railway Company giving such notice the amount of compensation to be paid by the Light Railway Company to the Great Indian Peninsula Railway for expenditure incurred, as defined in clause 3, paragraph II herein, shall be determined by mutual agreement, or, if necessary, by arbitration.

II. Upon the expiration of any such notice, all right to enter, or use, any part of the land, or premises or works, etc., of the Great Indian Peninsula Railway which may have been given, or exercised, under the terms of this Agreement by the Light Railway Company shall absolutely cease and determine.

CLAUSE 2.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation mentioned below, namely :—

I.—"Stations, Traffic Vehicles, Rates, Fares, etc., of the Great Indian Peninsula Railway" mean and include the stations, traffic vehicles, rates, fares, etc., of all Railways other than the Light Railway Company with which the Great Indian Peninsula Railway may have through traffic arrangements from time to time.

II.—"Great Indian Peninsula Railway Local Traffic" means all traffic booked between Barsi Road Station and any station of the Great Indian Peninsula Railway.

III.—"Light Railway Company's Local Traffic" means all traffic booked, or invoiced between Barsi Road Station, and any station of the Light Railway Company.

IV.—"Through Traffic" means all traffic booked or invoiced through between any station other than Barsi Road, of the Great Indian Peninsula Railway, and any station, other than Barsi Road, of the Light Railway Company.

V.—"Great Indian Peninsula Railway Through Traffic" means all traffic of the Great Indian Peninsula Railway between places of the Great Indian Peninsula Railway on either side of Barsi Road and which, therefore, only passes through that station.

VI.—"Joint Station" means the station at Barsi Road which is to be worked by the Joint Station Staff under the terms of this Agreement.

VII.—"Joint Station Staff" means all staff of all kinds employed in loading and unloading and transhipping goods, and working traffic through, and in and out of the Joint Station at Barsi Road, and includes Goods and Coaching clerks, Telegraph Signallers, Police, Pointsmen, Shunters, Hamals, Mussals, and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VIII.—"Running Staff" means and includes Drivers, Firemen, Guards, Brakesmen and all other staff that may be employed, from time to time, in the actual working of the trains.

IX.—"Trains" means and includes engines whether with or without brakes or other vehicles.

X.—"Traffic Receipts" means and includes the receipts for all coaching and goods traffic, and for telegrams and all other earnings at the Joint Station.

XI.—"The Joint Station Expenses" means all the expenses which the Great Indian Peninsula Railway may incur in working the Joint Station, including the provision of stationery, forms, etc., required for joint purposes, the cost of lighting the station and lighting the signals, the cost of cleaning and conservancy, and all other expenses of all sorts incidental to, or connected with, the proper working of the station, and also interest on the capital cost of the Joint Station premises, as defined in clause 3, paragraph III herein, as well as the actual cost of their maintenance and renewal, as defined in clause 3, paragraph IV herein; and "Joint Station Expenses Account" means the account of such "Joint Station Expenses".

XII.—A "maund" is considered, for all the purposes of this Agreement, as consisting of eighty-two pounds, and a "ton" as consisting of twenty-seven maunds.

CLAUSE 3.

I. The Great Indian Peninsula Railway existing works and premises as per Schedule A and furniture, fittings, and removable plant as per Schedule B, shall be used in common, for joint traffic purposes, by both Companies, and the cost of all such existing works, premises, etc., as are so used and defined in the schedules aforesaid shall be the amount on which 5 per cent. per annum for rent is to be charged as provided in paragraph III of this clause.

Joint Station, construction, maintenance, rent, provision of permanent-way, etc., etc.

II. The Great Indian Peninsula Railway shall provide the amount which is required to be expended, from time to time, upon additions and alterations of the existing premises used for joint traffic purposes, and upon new premises, or works which may have to be provided for joint use, within the limits of the Joint Station.

All such new works, and additions and alterations, shall be executed by the Great Indian Peninsula Railway upon plans and estimates, which shall be agreed to by both Companies before the work is commenced.

III. An annual rent at the rate of 5 per cent. shall be charged by the Great Indian Peninsula Railway to the Joint Station Expenses Account, upon the expenditure upon existing premises, works, etc., as defined in the schedules referred to in paragraph I of this clause, and upon the cost of alterations and additions, and of new works to be provided under the provisions of paragraph II of this clause, which amount of rent shall be debited, from time to time, to the Joint Station Expenses Account.

IV. All the expense of maintenance and renewal, from time to time, of the parts of the Joint Station premises which are used in common by both Companies for traffic purposes, shall be debited to the Joint Station Expenses Account.

The Great Indian Peninsula Railway shall execute the work of maintenance and renewal of all premises and works which are used in common, from time to time, by both Companies, within the limits of the Joint Station.

V. Each Company will provide and maintain, at its own cost, all such accommodation as may be required for its own exclusive use, and each Company will provide and maintain its own permanent-way and signals.

VI. The Light Railway Company shall pay a nominal rent of Fifty Rupees a year to the Great Indian Peninsula Railway for the use of the land within the Great Indian Peninsula Railway boundaries for the Light Railway sidings, etc., etc.

CLAUSE 4.

If at any time the transhipping platform or other works or premises used in common by the two Companies, have to be moved for the purposes of the Light Railway Company to a different position in the station, this Agreement shall be considered as cancelled; a fresh Agreement being entered into, if necessary, to meet the altered circumstances, and the amount of compensation to be paid by the Light Railway Company to the Great Indian Peninsula Railway for expenditure incurred shall be determined by mutual agreement, or, if necessary, by arbitration, as provided for herein.

Compensation for Capital expended on joint station works.

CLAUSE 5.

The signal on the Light Railway line which regulates the entrance of trains of the Light Railway Company into the Barsi Road Station and the distant signals on the Great Indian Peninsula Railway on each side of the station shall be considered and accepted as the limits of the Joint Station, and these and all other signals within the Joint Station shall be worked by the Great Indian Peninsula Railway for both Companies.

Joint station limits.

CLAUSE 6.

Joint Station Staff.

I. The staff for working the Joint Station shall be appointed and controlled by the Great Indian Peninsula Railway and charged to the Joint Station Expenses Account as already provided for.

II. The whole of the staff of the Light Railway Company, while within the limits of the Joint Station premises and sidings used for traffic purposes, shall obey, and be bound by all the rules and regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Great Indian Peninsula Railway who shall have the same rights and control over the staff of the Light Railway Company, while within the limits of the Joint Station, as if they were the staff of the Great Indian Peninsula Railway itself.

III. The Joint Station Staff shall deal with all through and local traffic of both Companies, which is conducted within the limits of the Joint Station, and the traffic of the two Companies shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that of either Company.

CLAUSE 7.

Accidents.

I. All damages or accidents which may be caused by the Joint Station Staff to the public, to the stock of the two Companies, or to the trains and traffic within the limits of the Joint Station, and all damages or losses, however they may arise, which either Company may sustain or be put to in consequence of the acts of the Joint Station Staff within the limits of the Joint Station, shall be charged to the Joint Station Expenses Account.

II. Each Company shall be responsible for damages or accidents caused by its own Running Staff within the limits of the Joint Station.

III. Notice of all accidents, damages, losses, etc., which may occur within the limits of the Joint Station in which the stock of the Light Railway Company may be concerned, shall be sent to that Company by the Joint Station Staff in accordance with the rules for reporting accidents on the Great Indian Peninsula Railway.

CLAUSE 8.

Through booking of traffic.

I. Coaching and goods traffic shall be freely interchanged between the two Companies with the exception of bulky articles which are too large to be loaded in the wagons of the Light Railway Company.

II. The following General Rules are to be adhered to in dealing with Through Traffic and Light Railway Company's Local Traffic at the Joint Station, namely :—

(*a*) All packages of less than fourteen seers in weight shall be booked through as parcels.

(*b*) The minimum charge upon goods traffic booked through shall be as for one maund, and no less charge shall be made than one Rupee.

(*c*) No less charge than three annas shall be made upon parcels traffic booked through.

(*d*) The minimum charge for goods and parcels shall be paid to each Company in accordance with their respective notifications to each other as to such charges.

(*e*) In regard to through booking of live-stock, arrangements shall be made from time to time.

CLAUSE 9.

Through Rates and Fares.

I. Each Company shall supply the other, from time to time, with the rates and fares for through traffic between Barsi Road and their respective stations. The through rates and fares for all goods and coaching traffic, to be charged by the Great Indian Peninsula Railway and Light Railway Companies, will in all cases, unless otherwise arranged, be the sum of the local rates and fares of each Company to and from Barsi Road as may be so advised.

II. Alterations of rates or fares or classification affecting the through traffic shall be made by either Company only upon previous notice in writing to the other, and such notices shall be given only by the Traffic Manager of either Company to the other, respectively, and so only as to come into force on the first day of any month.

In the case of through rates affecting other Railways, the notice as between Railways shall be given by the Light Railway Company to the Great Indian Peninsula Railway in sufficient time to enable the Great Indian Peninsula Railway to give notice to the other Railways.

III. Each Company shall supply a schedule of its rates and fares and charges for all traffic to and from the Joint Station to the Joint Station Staff from time to time.

IV. No terminals shall be charged by either Company at the junction on any traffic booked through Barsi Road.

CLAUSE 10.

Collection of through and local charges. Correction of errors in through invoices, etc.

I. Each Company shall be responsible for collecting whatever charges may be due on traffic booked through over their respective lines, and for paying over to the other Company the balance which may be owing upon the adjustment of the through traffic account.

II. The Light Railway Company shall pay daily the whole of the cash received for through booking of coaching, goods, and all miscellaneous traffic, to the Joint Station Master at Barsi Road, for transmission to the Cashier of the Great Indian Peninsula Railway, Bombay. The Joint Station Master shall pass a receipt on a duly recognized form for the sum so received from the Light Railway Company, a daily advice of the sum so transmitted being also sent by the Light Railway Company to the Auditor, Great Indian Peninsula Railway.

III. The receiving station shall check the invoices, and be responsible for collecting any accounts that may be undercharged, whether booked "Paid" or "To pay" with the following exceptions, in which cases the amounts due must be collected in full by the sending Company, namely:—

(*a*) Charges on live-stock of every description.
(*b*) Charges on all perishable articles booked either as goods or parcels.
(*c*) Charges on Commissariat, Ordnance, Medical or other Government Stores, which are booked on credit note, or which may be prepaid.
(*d*) Passenger fares, charges on passengers' luggage, and on carriages, and charges for insurance.
(*e*) Charges on all articles booked and carried in charge of the owner.

IV. The receiving station shall not reduce the weight of articles, or the charges below what is mentioned on the invoice or way-bill, without the consent of the forwarding Company, except that errors in classification, or rate, or calculation, may be corrected.

V. The Joint Station Staff shall collect all the fares, rates and charges of both Companies due on local traffic to and from the Joint Station, and these fares, rates and charges shall be paid to each Company entitled thereto, when, and in such manner as may be arranged from time to time between the Officers of the two Companies.

CLAUSE 11.

Compensation.

I. Claims for compensation, not arising from any act or negligence of the Joint Station Staff, shall be settled and paid by the Company on whose line the loss or damage occurred.

II. When the responsibility for loss or damage cannot be satisfactorily determined the claim may be debited to the Joint Station Expenses Account, by mutual consent of the Traffic Managers of the two Companies.

III. All complaints, claims, losses, or damage in respect of passengers, parcels, animals, goods or other traffic shall be brought to the notice of the authorities of the two Companies as soon as the same are made or discovered, in such manner as may be agreed upon by Traffic Managers from time to time.

IV. Telegrams relating to Joint Traffic and Police purposes of the two Companies shall be interchanged free between them.

CLAUSE 12.

Division of Receipts.

I. The division of the receipts on Through Traffic shall be carried out weekly by the Audit Offices of the two Companies, without reference to the end of a month, except that returns will be required for any odd days in a week which may complete the months of June and December in each year, and the receipts for Through Traffic will be accordingly divided up to the end of those months respectively.

II. The weekly accounts shall be made up to, and shall include, the Saturday in each week, and settlements shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in paragraph I of this clause, and each Company shall have in division its own rates and fares, except in the case of minimum charges, which shall be divided as provided in clause 8, paragraph II (*d*) of this Agreement, on the understanding that all accounts shall be accepted as rendered, and that errors which may be afterwards brought to notice shall be adjusted in subsequent accounts.

CLAUSE 13.

Tickets, Returns, Inspection of accounts, etc.

I. Each Company shall provide the tickets, forms, etc., required for its own traffic at the Joint Station.

II. The Joint Station Staff shall keep all such books, statements, and returns, as may be required by each Company, and shall render such statements and returns as each Company may require, in reference to its own traffic, direct to the authorities of that Company, from time to time.

III. All traffic books and statements at the Joint Station, and all through goods, parcels and other traffic of either Company, shall be at all times open to inspection by any authorized Officer of either Company.

CLAUSE 14.

Watering and greasing and oiling rolling stock.

I. Each Company shall make its own arrangements for watering its own engines and also for greasing and oiling and examining and repairing its own engines and other rolling stock at the Joint Station.

II. Each Company shall also supply lamps, oil, wicks, etc., for lighting its own trains, the work of lighting the vehicles being done, however, by the Joint Station Staff.

CLAUSE 15.

Lost and unclaimed property, rents, etc.

All sums which may be realized by the sale of lost and unclaimed property, for licenses for the sale of fruit, sweetmeats, etc., for the sale of manure, and all other incidental receipts at the Joint Station, shall be credited to the Joint Station Expenses Account.

CALUSE 16.

Division of joint stock expenses.

I. In consideration of the Great Indian Peninsula Railway through traffic (as defined in clause 2, paragraph V of this Agreement) with which the Light Railway Company is not concerned, one-fifth of the Joint Station Expenses Account (as defined in clause 2, paragraph XI of this Agreement), shall be paid by the Great Indian Peninsula Railway Company, and the remaining four-fifths of that account shall be paid by the two Companies in proportion to the traffic of each Company using the joint station, excluding the Great Indian Peninsula Railway through traffic, the tonnage of each Company being determined by adding the weight of its local traffic to and from the joint station to the total weight of through traffic exchanged.

II. For the purposes of this division of joint station expenses the weight of goods and parcels traffic shall be reckoned upon the actual weight, according to the invoices and way bills, and the weight of other coaching traffic and live-stock shall be calculated upon the following bases, namely :—

For each passenger's ticket of any class.	One hundred and twelve pounds.
For each child's ticket of any class .	Fifty-six pounds.
For each horse and pony and head of horned cattle.	Half a ton.
For each dog, sheep, calf, goat, pig or other small animal.	Fifty-six pounds.
For each carriage . . .	Half a ton.
For each return ticket for passengers, horses, carriages and dogs.	As for two ordinary tickets.

III. The Joint Station Expenses Account shall be settled half-yearly in terms of this Agreement, and all accounts shall be paid at once as rendered, any inaccuracies to be subsequently adjusted.

CLAUSE 17.

Demurrage for delays to stock.

In the event of vehicles of either of the two Companies being delayed under load with through goods at the joint station for want of vehicles of the other Company into which the through loads can be transhipped, the rules and rates for demurrage, adopted at the Railway Conference of 1888, are to apply.

CLAUSE 18.

Arbitration.

If any dispute, question, or controversy shall at any time arise between the two Companies as to the construction of any part of this Agreement, or as to its operation or application to any particular case, or as to the amount of compensation to be paid, as provided in clauses 1 and 4 herein, or as to the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in dispute shall be referred to arbitration in manner following, that is to say :—Each of the parties shall in writing appoint one Arbitrator, and the Arbitrators so appointed shall, in writing, within one month after the appointment of such one of them as shall be last appointed, appoint an Umpire, and in case the Arbitrators to be appointed under this clause shall not, within such one month as aforesaid, appoint an Umpire, then some person to be chosen by the parties hereto shall be the Umpire ; but if either of the two Companies shall refuse or neglect to nominate an Arbitrator within eight weeks after a requisition in writing from the other so to do, such other Company may nominate its own Arbitrator, and the award of the said Arbitrators, or

such sole Arbitrator (in the case of such refusal or neglect as aforesaid), or of their Umpire, (as the case may be), shall be final and conclusive in regard to the matter or matters which may be referred to them or him, and every or any such reference may be made a rule of Her Majesty's High Court of Justice in England, or of the High Court of Judicature at Bombay, on the application of either of the parties hereto and either of the parties may instruct Counsel to consent thereto for the other party.

CLAUSE 19.

Sanction.

This Agreement is to be subject to the sanction of the Board of * Directors of the Great Indian Peninsula Railway, of the Barsi Light Railway Company, Limited, and of† Government.

* Sanctioned, *vide* Great Indian Peninsula Railway Board's letter No. 52, dated 19th June 1896 ; and the Barsi Light Railway Board's letter No. 34, dated 10th June 1896.

† Government of India letter No. 882 R.T., dated the 5th November 1896.

APPENDIX GG.

Memorandum of Agreement made the fourth day of August one thousand eight hundred and ninety-six between the GOVERNMENT OF HIS HIGHNESS THE MAHARAJAH SCINDIA OF GWALIOR (hereinafter called His Highness's Government) of the first part, and the INDIAN MIDLAND RAILWAY COMPANY, "LIMITED" (hereinafter called the Company) of the other part, for the working of HIS HIGHNESS THE MAHARAJAH'S RAILWAY (hereinafter called the Railway) commencing at mileage 32 and 1 furlong from Bhopal station at a point near and east of Parbati station and extending to Ujjain station in the territory of His Highness the Maharajah.

1. This agreement shall remain in force during the continuance of the principal contract or for a period of ten years whichever shall first fall in from the date of the opening of the Railway for public traffic of all kinds, and shall be terminable then, or on the 30th June or 31st December in any year thereafter, on not less than twelve months' notice in writing being given by either party to this Agreement.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, subject to the same arrangements as are in force with the Company itself under the principal contract with the Secretary of State for India, dated the 2nd of October 1885, except as hereinafter modified.

3. All communications between His Highness's Government and the Company, under this Agreement, shall pass through the Resident at Gwalior and the Consulting Engineer to the Government of India, Lucknow Circle, or such other officer as the Government of India may from time to time appoint, to undertake the same general duties with respect to the Railway, as are entrusted to that officer by the Government of India in respect to the Indian Midland Railway.

4. The Railway shall be constructed, in every respect, in a substantial and satisfactory manner, and the works, permanent way, buildings, fixed machinery, etc., on it shall be in every particular up to the standard applicable to State Railways, or equal to that on which the Company's own line has been built and stations and other buildings shall be fully equipped with the usual plant, fittings, furniture and appliances.

5. To meet the loss of ballast resulting from the subsidence of embankments subsequent to the opening of the Railway, all embankments shall be fully ballasted, in the first instance, and before opening for general traffic, with sand or sound moorum temporary ballast; and a full section of permanent ballast or 87,000 c. ft. per mile of track shall be also provided by the Railway on cess or in Depôt for subsequent use.

6. When the Railway is declared to be completed, and has been inspected by the Consulting Engineer to the Government of India, Lucknow Circle (or such other officer as the Government of India may appoint), and passed by him as fit for the conveyance of passenger and goods traffic, it shall be made over to the Company under the terms of this Agreement. Further, within one year of opening, for all descriptions of traffic, schedules shall be prepared by the representatives of the Railway and the Company of alterations and additions to existing works, in which shall be included the estimated cost of spreading and packing permanent ballast referred to in clause 5 above, as well as fixed machinery, etc., and of additional works, fixed machinery, etc., that may be necessary for the proper completion of the Railway, in accordance with the requirements above noted or the orders of the Consulting Engineer, in view to the works, fixed machinery, etc., in question being provided at the cost of the Railway. A list giving particulars of all furniture and moveable equipment at stations shall be prepared at the same time.

7. Such schedules and list shall be submitted to the Agent of the Company in India, and when they are finally accepted by him on behalf of the Company, and by the Consulting Engineer, His Highness's Government shall hand over the Railway to the Company, and the Company will accept the Railway for the purposes of this Agreement,—His Highness's Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

8. Except as provided in para. 9, all additional works, and alterations in existing works that are not of the nature of repairs, which may from time to time be agreed upon, between His Highness's Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of His Highness's Government, on estimates sanctioned and approved by His Highness's Government and the Consulting Engineer.

9. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the costs and expenses

of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided, that if in any case His Highness's Government and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

10. During the continuance of this contract the Company shall have entire control of the Railway, shall supply all staff required for the supervision and working, including that for audit and accounts, and shall supply all locomotives and other rolling stock, fuel and working stores required for the efficient working of the Railway.

11. The Company shall charge generally such rates, fares, and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions, and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or Company or any description of traffic, or subject any particular person or Company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develope traffic on the Railway.

12. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway; and provided that the rent charged by the Bombay, Baroda and Central India Railway for the use of the station and accommodation provided by that Company at Ujjain shall be a charge against the Railway.

13. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" as used in this Agreement means and includes gross earnings from coaching and goods traffic and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway Revenue.

14. For working and maintaining the Railway, as hereinbefore provided, the Company shall retain 50 per cent. of the Gross Receipts of the Railway of each half-year.

15. The Company shall keep a distinct and separate account of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for Indian State Railways, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to His Highness's Government, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway, and shall pay over to His Highness's Government the amount shown therein as due to them. Every revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to His Highness's Government, but nevertheless any error which may subsequently be discovered therein shall be corrected in the next or in any subsequent revenue account.

16. If His Highness's Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between His Highness's Government and the Company, touching this contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter to which His Highness's Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred for the decision of the Government of India.

Approved in Government of India letter No. 554 R. T., dated the 20th July 1896.

APPENDIX HH.

Memorandum of Agreement made the fourth day of August one thousand eight hundred and ninety-six between the GOVERNMENT OF HER HIGHNESS THE BEGUM of BHOPAL (hereinafter called Her Highness's Government) of the first part, and the INDIAN MIDLAND RAILWAY COMPANY, "LIMITED" (hereinafter called the Company) of the other part, for the working of HER HIGHNESS THE BEGUM'S RAILWAY (hereinafter called the Railway) extending from Bhopal station to mileage 32 and 1 furlong on the BHOPAL-UJJAIN RAILWAY at a point east of Parbati Station in the territory of HER HIGHNESS THE BEGUM OF BHOPAL.

1. This Agreement shall remain in force during the continuance of the principal contract or for a period of ten years whichever shall first fall in from the date of the opening of the Railway for public traffic of all kinds, and shall be terminable then, or on the 30th June or 31st December in any year thereafter, on not less than twelve months' notice in writing being given by either party to this Agreement.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, subject to the same arrangements as are in force with the Company itself under the principal contract with the Secretary of State for India, dated the 2nd of October 1885, except as hereinafter modified.

3. All communications between Her Highness's Government and the Company, under this Agreement, shall pass through the Political Agent at Bhopal and the Consulting Engineer to the Government of India, Lucknow Circle, or such other officer as the Government of India may from time to time appoint, to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway.

4. The Railway shall be constructed, in every respect, in a substantial and satisfactory manner, and the works, permanent way, buildings, fixed machinery, etc., on it shall be in every particular up to the standard applicable to State Railways, or equal to that on which the Company's own line has been built, and stations and other buildings shall be fully equipped with the usual fittings, plant, furniture and appliances.

5. To meet the loss of ballast resulting from the subsidence of embankments subsequent to the opening of the Railway, all embankments shall be fully ballasted, in the first instance, and before opening for general traffic, with sand or sound moorum temporary ballast; and a full section of permanent ballast or 87,000 c. ft. per mile of track shall be also provided by the Railway on cess or in Depôt for subsequent use.

6. When the Railway is declared to be completed, and has been inspected by the Consulting Engineer to the Government of India, Lucknow Circle (or such other Officer as the Government of India may appoint), and passed by him as fit for the conveyance of passenger and goods traffic, it shall be made over to the Company for working under the terms of this Agreement. Further, within one year of opening, for all descriptions of traffic, schedules shall be prepared by the representatives of the Railway and the Company, of alterations and additions to existing works in which shall be included the estimated cost of spreading and packing permanent ballast referred to in clause 5 above, as well as fixed machinery, etc., and of additional works, fixed machinery, etc., that may be necessary for the proper completion of the Railway, in accordance with the requirements above noted or the orders of the Consulting Engineer, in view to the works, fixed machinery, etc., in question being provided at the cost of the Railway. A list giving particulars of all furniture and moveable equipment at stations shall be prepared at the same time.

7. Such schedules and list shall be submitted to the Agent of the Company in India, and when they are finally accepted by him on behalf of the Company, and by the Consulting Engineer, Her Highness's Government shall hand over the Railway to the Company, and the Company will accept the Railway for the purposes of this Agreement,—Her Highness's Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

8. Except as provided in para. 9, all additional works and alterations in existing works that are not of the nature of repairs, which may from time to time be agreed upon, between Her Highness's Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of Her Highness's Government, on estimates sanctioned and approved by Her Highness's Government and the Consulting Engineer.

9. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own Line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the costs and expenses of such

maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that if in any case Her Highness's Government and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

10. All additional works and additions to and alterations of existing works as may be necessary at Bhopal Junction in consequence of the connexion of the Railway there, and which may be found necessary for the working arrangements under this Agreement, shall be provided at the cost of Her Highness's Government, on estimates sanctioned and approved by Her Highness's Government and the Consulting Engineer.

11. During the continuance of this contract the Company shall have entire control of the Railway, shall supply all staff required for the supervision and working, including that for audit and accounts, and shall supply all locomotives and other rolling stock, fuel and working stores required for the efficient working of the Railway.

12. The Company shall charge generally such rates, fares, and tolls as are within the schedule of maxima and minima rates sanctioned by Government of India from time to time for the Indian Midland Railway, and shall make such rules, conditions, and arrangements generally in respect of the traffic on the Railway as are now, or shall be from time to time in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or Company, or any description of traffic, or subject any particular person or Company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develope traffic on the Railway.

13. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

14. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" as used in this Agreement means and includes gross earnings from coaching and goods traffic and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway Revenue.

15. For working and maintaining the Railway, as hereinbefore provided, the Company shall retain 50 per cent. of the Gross Receipts of the Railway of each half-year.

16. The Company shall keep a distinct and separate account of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for Indian State Railways, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to Her Highness's Government through the Consulting Engineer, a summary of the account of the Railway, signed by the Cousulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway, and shall pay over to Her Highness's Government the amount shown therein as due to them. Every revenue account shall be considered as settled at the expiration of three calender months after the same shall have been submitted to Her Highness's Government, but nevertheless any error which may subsequently be discovered therein shall be corrected in the next or in any subsequent revenue account.

17. If Her Highness's Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between Her Highness's Government and the Company, touching this contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this contract or the operation thereof or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter to which Her Highness's Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred for the decision of the Government of India.

Approved in Government of India letter No. 554 R T., dated the 20th July 1896.

APPENDIX II.

Terms and conditions for the working of the LEDO-TIKAK-MARGHERITA COLLIERY BRANCH by the ASSAM RAILWAYS and TRADING COMPANY, LIMITED, as part of the undertaking of the DIBRU-SADIYA RAILWAY.

EXTRACT paragraphs 2 and 3 from a letter No. 623 R. T., dated 6th August 1896, from the Government of India, Public Works Department, to the Chief Commissioner of Assam.

* * * * *

2. In reply, I am to state that the Government of India have no objection to the Railway working the Colliery line as a part of their own undertaking on the following terms:—

(i) the maintenance charges of the Railway and branch to be kept separate, and the Colliery to be charged with the cost of the maintenance of the branch and sidings, owned by it;

(ii) all other charges for working the open line system to be divided between the Railway and the Colliery in the proportion of the gross earnings of the Company's railway to the gross earnings of the Colliery branch;

(iii) the Railway to charge the Colliery 5 per cent. on the gross earnings of the branch for the use of rolling stock provided by the Railway for the branch.

3. The Government of India are also pleased to approve of the rates and fares that the Colliery Company propose to charge on their branch line.

* * * * *

EXTRACT paragraphs 1, 2 and 3 from a letter No. 3345 G., dated 17th November 1896, from the Agent and General Manager, Assam Railways and Trading Company, Limited, to the Secretary to the Chief Commissioner of Assam, Public Works Department.

In acknowledging the receipt of your letter No. 5463 of 4th September last, I have the honour to accept the terms suggested by the Government of India for the working of the Colliery line by this Railway, *viz.*:—

(i) That all the maintenance charges of the Colliery Branch with sidings, etc., be kept separate and are borne by the Colliery Company;

(ii) That all other charges for working the system be divided between the Railway and Colliery in proportion to the gross earnings of the Railway to the gross earnings of the Colliery Branch line.

(iii) That the Colliery pay the Railway 5 per cent. on the gross earnings of the Colliery Branch line for the use of rolling stock.

2. This arrangement to come into force as from 1st January 1897.

3. The Schedule in manuscript of the rates to be charged on the branch line and which have been approved by the Government of India is sent you herewith.

* * * * *

Rates and Regulations for the conveyance of goods traffic over the Colliery Section of Railway.

I.—Stations—

The stations on the Colliery Line are—

1. Dihing Bridge . . .	Junction Dibru-Sadiya Railway.	
2. Margherita	1 mile from	Dihing Bridge.
3. Tikak	6 miles	do.
4. Ledo	8 miles	do.

II.—Ordinary rates—

A.—In local booking between stations on the Colliery Branch line only.

The rates for conveyance of all goods classed 1, 2 and 3 in the Dibru-Sadiya Railway are charged in local booking at one anna per maund for each station of conveyance, *i.e.*—

	R	a.	p.
Between Dihing Bridge and Margherita	0	1	0
„ Margherita „ Tikak	0	1	0
„ Tikak „ Ledo	0	1	0
„ Dihing Bridge „ Ledo	0	3	0

The Colliery Branch line charges as above are to be added to the Dibru-Sadiya Railway rates.

B.—In through-booking with Dibru-Sadiya Railway.

III.—Minimum charges—

Local Booking. The minimum charge for a single consignment is annas eight.

Through-booking with Dibru-Sadiya Railway. Actual charges on Colliery Branch line are to be added to minimum charges of the Dibru-Sadiya Railway.

IV.—Special rates—

The special rates, both for local and through-booking, are given below. The through-booking rates are to be added in all cases to the Dibru-Sadiya Railway rates in reckoning the total charge for each consignment:

Names of Articles.	In Local Booking.	With Dibru-Sadiya Railway through-booking.
	℟	
Bricks and tiles	2 per wagon	Twelve annas per thousand. Any quantity less than 500 to be charged as 500, and above 500 as 1,000.
Firebricks and fireclay goods	2 „	Rupees 1-2 per 1,000. Any quantity less than 500 to be charged as 500 and above 500 as 1,000.
Lime (stone or slaked)	2 „	¾ pie per maund per mile for consignments of 81 maunds and over.
Tea	2 „	One pie per maund per mile.
Tea shooks	1½ pie per maund per mile subject to a maximum charge of ℟2 per wagon	1½ pies per maund per mile.
Timber, unwrought, etc.	2 per wagon	1 pie per maund per mile.
Firewood	2 „	No additional charge to be made to Railway rate of carriage.
Stone, sand and ballast for road making	2 „	4 annas per mile per wagon of 162 maunds.
COAL AND COKE.		
In consignments of—		
Less than 1 wagon load	2 „	½ pie per maund per mile.
1 wagon load not exceeding 3,000 maunds	2 „	⅓ pie per maund per mile.
3,000 maunds and over	2 „	0·22 per maund per mile.
Bamboos, Charcoal, Earthenware, etc., Fireclay, mortar, soorky, Kulsis, Saw-dust	2 „	℟ 1 per wagon.
Thatch, toko leaves, green grass, ekra	2 „	1 per wagon.
Corrugated iron culverts and above 13 ft.	2 per truck required	1 per truck required.

V. The conditions and regulations of the Dibru-Sadiya Railway apply to the Colliery line for the conveyance of goods traffic.

APPENDIX JJ.

Addition* to Clause XIIIt of the AGREEMENT for provision, and maintenance, and working of the JOINT JUNCTION STATION AT NAGPUR, and for the interchange of traffic and stock between the GREAT INDIAN PENINSULA RAILWAY COMPANY and the BENGAL-NAGPUR RAILWAY COMPANY.

2. In the event of open trucks loaded with damageable goods being accepted, the receiving Company shall not be responsible for any damage which may occur during transit to such goods by fire, water or atmospheric causes.

* Approved in Government of India letter No. 412R.T., dated the 13th May 1897.
† Printed as Appendix F to Part II of the Administration Report on Indian Railways for 1889-90.

APPENDIX KK.

Modification* of para. II of Clause 19† of the AGREEMENT between the EAST INDIAN RAILWAY COMPANY and the BENGAL-NAGPUR RAILWAY COMPANY for the interchange of traffic at ASANSOL, and for the use in common by both railways of the EAST INDIAN RAILWAY'S existing station at ASANSOL.

2. In the event of open trucks loaded with damageable goods being accepted, the receiving Company shall not be responsible for any damage which may occur during transit to such goods by fire, water or atmospheric causes.

* Approved in Government of India letter No. 555R.T., dated the 13th July 1897.
Printed as Appendix R to Part II of the Administration Report on Indian Railways for 1891-92.

APPENDIX LL.

Modification* of para. II, of Clause 19f of the AGREEMENT between the EAST INDIAN RAILWAY COMPANY and the BENGAL-NAGPUR RAILWAY COMPANY for the interchange of traffic at KATNI, and for the use in common by both railways of the EAST INDIAN RAILWAY'S existing station at KATNI.

In the event of open trucks loaded with damageable goods being accepted, the receiving Company shall not be responsible for any damage which may occur during transit to such goods by fire, water or atmospheric causes.

* Approved in Government of India letter No. 555R.T., dated the 13th July 1897.
Printed as Appendix T to Part II of the Administration Report on Indian Railways for 1891-92.

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